

South Carolina Traffic Collision Fact Book 2011



South Carolina Crash Statistics Clock 2011



One
TRAFFIC COLLISION
every 5.2 minutes

One
FATAL COLLISION
every 11.4 hours

One
INJURY COLLISION
every 17.7 minutes

One
**PROPERTY DAMAGE
COLLISION**
every 7.4 minutes

One
PERSON KILLED
every 10.6 hours

One
PERSON INJURED
every 11.4 minutes

One person killed in a
DUI .08+ COLLISION
every 28.4 hours

One **TEEN DRIVER** involved
in a fatal or injury collision
with every 1.6 hours

One **UNRESTRAINED
MOTOR VEHICLE
OCCUPANT** killed
every 32.2 hours

One **BICYCLIST**
killed
every 22.8 days

One **MOTORCYCLIST**
killed
every 3.5 days

One **PEDESTRIAN**
killed
every 3.2 days

One **CHILD UNDER 6**
seriously injured or killed
every 11.4 days

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Part I – General Information

In accordance with Section 56-5-1350 of the South Carolina Code of Laws, a tabulation and analysis of collision reports has been completed for the year 2011 as disclosed in this publication.

The number of traffic fatalities increased from 809 in 2010 to 828 in 2011, a 2.3% increase. There was also an increase in the mileage death rate (MDR) as well. It increased to 1.70 deaths per hundred million vehicle miles of travel from 1.65 in 2010.

Traffic fatalities are the most severe consequence of motor vehicle collisions, but even in non-fatal collisions, the cost in human suffering can be severe. There were 46,057 reported traffic injuries in 2011, down 5.4% from 2010.

Traffic collisions are responsible for billions of dollars in economic loss to South Carolina each year. Economic loss as estimated in this publication includes property damage, medical costs and lost productivity, but does not include intangible costs such as grief and suffering. In 2011, \$2.71 billion dollars in estimated loss was incurred which is a 1.1% decrease from 2010.

What is responsible for the tragedy of motor vehicle collisions and what strategies should concerned individuals employ in the reduction of collisions in the future? On the following pages, statistics are presented which describe the characteristics, causes and effects of traffic collisions in South Carolina. It is hoped that this information will be useful to all persons interested in fostering a safer operating environment for motorists in South Carolina.

All collision statistics included in this publication are based on the Uniform Traffic Collision Report Forms (TR-310) received from investigating officers. By law, any collision that results in at least \$1,000 in total property damage, or results in injury or death and occurs on a public highway must be reported to the South Carolina Department of Public Safety on the appropriate form. If these collisions occur on private property or are reported on any form other than the TR-310, they are excluded.

The statistics contained in the South Carolina Traffic Collision Fact Book are based on the latest available information at the time that they were compiled. Due to the complex nature of the data, occasionally new information is received after the publication cut-off date. It is therefore possible that some discrepancies may exist between the data published here and other sources.

SOUTH CAROLINA TRAFFIC COLLISION QUICK FACTS 2011

| Collision Statistics | 2007 | 2008 | 2009 | 2010 | 2011 | % Change 2007 - 2011 | % Change 2010 - 2011 |
|---------------------------------|---------|---------|---------|---------|---------|-------------------------|-------------------------|
| Fatal Collisions | 985 | 841 | 817 | 750 | 768 | -22.0% | 2.4% |
| Injury Collisions | 32,079 | 31,053 | 31,086 | 31,152 | 29,756 | -7.2% | -4.5% |
| Property Damage Only Collisions | 79,003 | 75,358 | 74,961 | 75,771 | 71,318 | -9.7% | -5.9% |
| Total Collisions | 112,067 | 107,252 | 106,864 | 107,673 | 101,842 | -9.1% | -5.4% |
| Fatalities | 1,077 | 921 | 894 | 809 | 828 | -23.1% | 2.3% |
| Non-fatal Injuries | 49,262 | 46,925 | 48,303 | 48,707 | 46,057 | -6.5% | -5.4% |

| Fatalities From Collisions Involving*: | 2007 | 2008 | 2009 | 2010 | 2011 | % Change 2007 - 2011 | % Change 2010 - 2011 |
|---|------|------|------|------|------|-------------------------|-------------------------|
| Automobile | 528 | 492 | 481 | 425 | 426 | -19.3% | 0.2% |
| Pickup Truck | 310 | 215 | 244 | 199 | 196 | -36.8% | -1.5% |
| Truck Tractor | 73 | 55 | 71 | 52 | 73 | 0.0% | 40.4% |
| Other Truck | 29 | 36 | 21 | 21 | 21 | -27.6% | 0.0% |
| Full Size Van | 22 | 14 | 17 | 19 | 14 | -36.4% | -26.3% |
| Mini Van | 48 | 57 | 44 | 39 | 41 | -14.6% | 5.1% |
| SUV | 271 | 197 | 214 | 207 | 204 | -24.7% | -1.4% |
| Motorcycle | 123 | 112 | 95 | 84 | 104 | -15.4% | 23.8% |
| Other Motorbike | 9 | 13 | 18 | 21 | 23 | 155.6% | 9.5% |
| Pedalcycle | 21 | 15 | 13 | 14 | 16 | -23.8% | 14.3% |
| Animal Drawn Vehicle | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| Animal - Ridden | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| Pedestrian | 109 | 101 | 90 | 95 | 113 | 3.7% | 18.9% |
| Train | 4 | 4 | 5 | 3 | 4 | 0.0% | 33.3% |
| School Bus | 2 | 3 | 4 | 3 | 0 | -100.0% | -100.0% |
| Passenger Bus | 2 | 1 | 1 | 2 | 1 | -50.0% | -50.0% |
| Other | 12 | 11 | 6 | 13 | 4 | -66.7% | -69.2% |
| Unknown (Hit & Run Only) | 13 | 14 | 2 | 4 | 9 | -30.8% | 125.0% |

| Other Statistics | 2007 | 2008 | 2009 | 2010 | 2011 | % Change 2007 - 2011 | % Change 2010 - 2011 |
|-----------------------------------|-----------|-----------|-----------|-----------|-----------|-------------------------|-------------------------|
| Economic Loss (billions) | \$2.84 | \$2.71 | \$2.67 | \$2.74 | \$2.71 | -4.5% | -1.0% |
| Vehicle Miles Traveled (billions) | 50.58 | 49.06 | 48.60 | 49.12 | 48.73 | -3.7% | -0.8% |
| Roadway Miles | 66,248 | 66,261 | 66,262 | 66,023 | 65,997 | -0.4% | 0.0% |
| Motor Vehicle Registrations | 3,829,448 | 3,882,780 | 3,906,300 | 3,950,498 | 3,998,948 | 4.4% | 1.2% |
| Licensed Drivers | 3,146,979 | 3,211,119 | 3,343,014 | 3,409,412 | 3,471,654 | 10.3% | 1.8% |
| Mileage Injury Rate** | 97.40 | 95.65 | 99.39 | 99.15 | 94.51 | -3.0% | -4.7% |
| Mileage Death Rate*** | 2.13 | 1.88 | 1.84 | 1.65 | 1.70 | -20.2% | 3.2% |
| Registration Fatality Rate@ | 281.24 | 237.20 | 228.86 | 204.78 | 207.05 | -26.4% | 1.1% |

*Includes all fatalities of all unit types in the collisions

**Traffic injuries per 100 million vehicle miles of travel

***Traffic fatalities per 100 million vehicle miles of travel

@Traffic fatalities per million registered vehicles

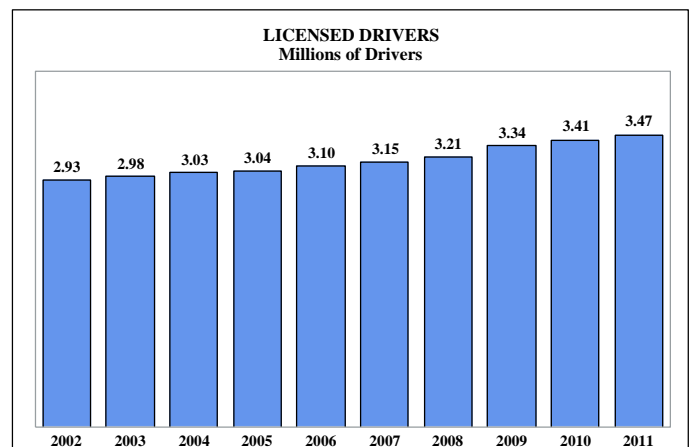
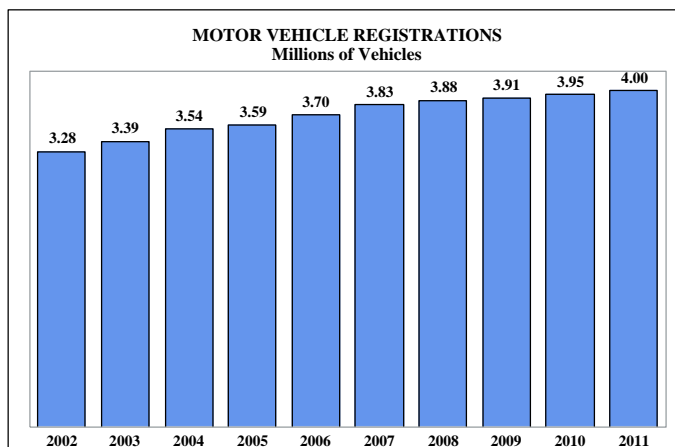
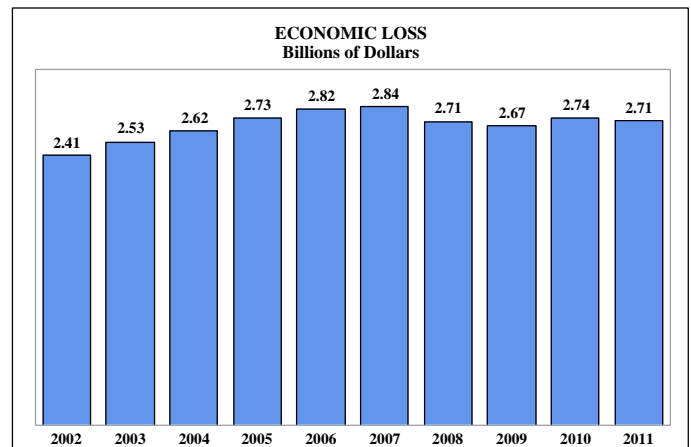
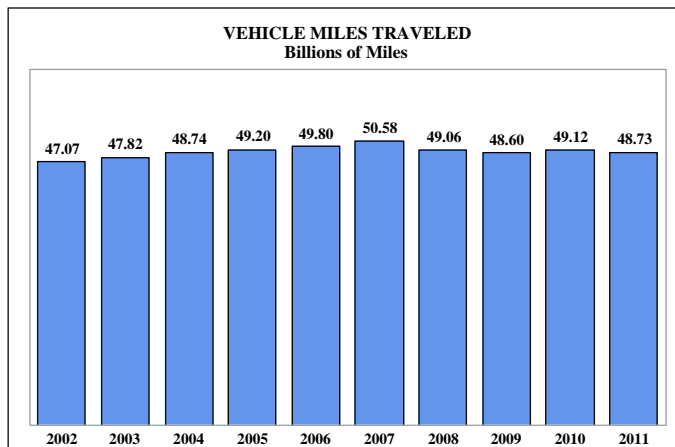
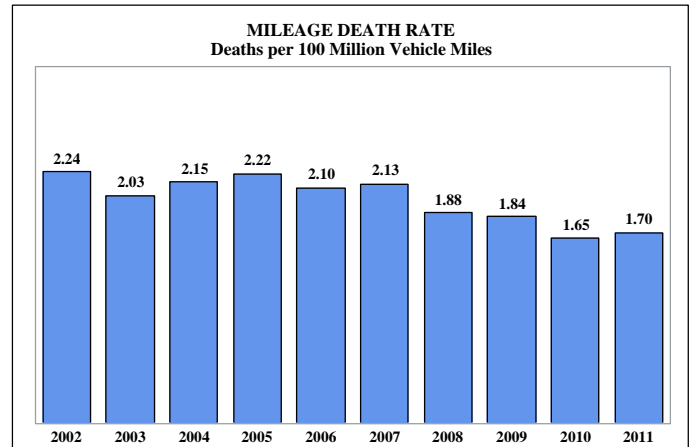
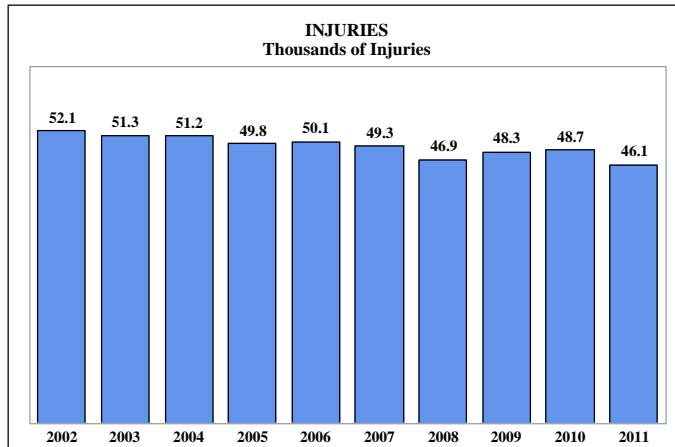
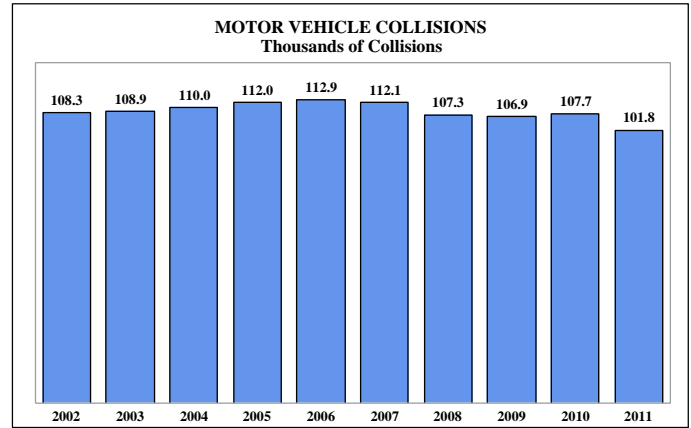
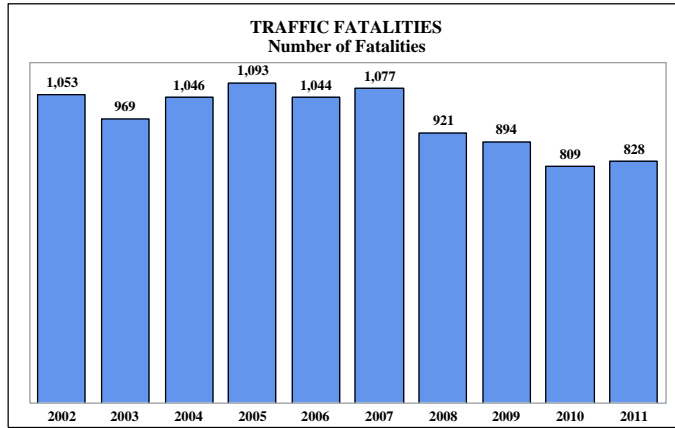
Data Sources:

Economic Loss Formula: National Safety Council

Vehicle Miles Traveled and Roadway Miles: South Carolina Department of Transportation

Motor Vehicle Registrations and Licensed Drivers: South Carolina Department of Motor Vehicles

TEN YEAR TRAFFIC COLLISION TRENDS 2002 - 2011



TRAFFIC COLLISIONS, FATALITIES, NON-FATAL INJURIES, MILEAGE DEATH RATE (MDR) & VEHICLE MILES OF TRAVEL (VMT) 1972 - 2011

| Year | Collisions | Fatalities | Non-Fatal Injuries | Mileage Death Rate* | Vehicle Miles of Travel** |
|---------|------------|------------|--------------------|---------------------|---------------------------|
| 1972 | 81,525 | 1,099 | 20,283 | 5.6 | 19,472 |
| 1973 | 85,071 | 967 | 20,440 | 4.7 | 20,428 |
| 1974 | 76,986 | 873 | 18,863 | 4.4 | 20,012 |
| 1975 | 80,740 | 821 | 18,407 | 4 | 20,603 |
| 1976 | 86,944 | 820 | 21,201 | 3.7 | 21,961 |
| 1977 | 91,485 | 949 | 21,382 | 4.2 | 22,689 |
| 1978 | 97,880 | 898 | 23,223 | 3.7 | 24,254 |
| 1979 | 97,394 | 900 | 23,815 | 3.7 | 24,074 |
| 1980 | 91,016 | 859 | 22,599 | 3.8 | 22,658 |
| 1981 | 88,425 | 846 | 22,355 | 3.7 | 23,056 |
| 1982 | 88,798 | 730 | 23,019 | 3 | 24,222 |
| 1983 | 92,277 | 845 | 23,458 | 3.4 | 24,978 |
| 1984 | 102,617 | 915 | 28,135 | 3.5 | 25,900 |
| 1985 | 111,077 | 949 | 32,388 | 3.6 | 26,679 |
| 1986 | 116,573 | 1,059 | 34,689 | 3.7 | 28,247 |
| 1987 | 119,344 | 1,087 | 37,287 | 3.6 | 30,227 |
| 1988*** | 117,723 | 1,033 | 50,713 | 3.3 | 31,672 |
| 1989 | 123,252 | 996 | 49,905 | 3 | 32,781 |
| 1990 | 118,989 | 983 | 48,337 | 2.9 | 34,377 |
| 1991 | 110,780 | 890 | 47,472 | 2.6 | 34,452 |
| 1992 | 110,058 | 807 | 47,820 | 2.3 | 34,953 |
| 1993 | 112,983 | 845 | 50,348 | 2.3 | 36,126 |
| 1994 | 120,947 | 847 | 56,868 | 2.3 | 37,238 |
| 1995 | 125,694 | 882 | 56,008 | 2.3 | 38,723 |
| 1996@ | 121,791 | 930 | 57,387 | 2.3 | 39,646 |
| 1997 | 102,226 | 903 | 58,057 | 2.2 | 40,590 |
| 1998 | 99,817 | 1,001 | 56,801 | 2.3 | 42,912 |
| 1999 | 104,484 | 1,064 | 55,322 | 2.4 | 44,287 |
| 2000 | 104,203 | 1,063 | 53,721 | 2.4 | 45,083 |
| 2001 | 100,165 | 1,060 | 52,350 | 2.3 | 45,992 |
| 2002 | 108,280 | 1,053 | 52,095 | 2.2 | 47,074 |
| 2003 | 108,886 | 969 | 51,267 | 2 | 47,816 |
| 2004 | 110,029 | 1,046 | 51,226 | 2.1 | 48,737 |
| 2005 | 111,983 | 1,093 | 49,841 | 2.2 | 49,196 |
| 2006 | 112,949 | 1,044 | 50,144 | 2.1 | 49,801 |
| 2007 | 112,067 | 1,077 | 49,262 | 2.1 | 50,580 |
| 2008 | 107,252 | 921 | 46,925 | 1.9 | 49,056 |
| 2009 | 106,864 | 894 | 48,303 | 1.8 | 48,598 |
| 2010 | 107,673 | 809 | 48,707 | 1.65 | 49,124 |
| 2011 | 101,842 | 828 | 46,057 | 1.7 | 48,732 |

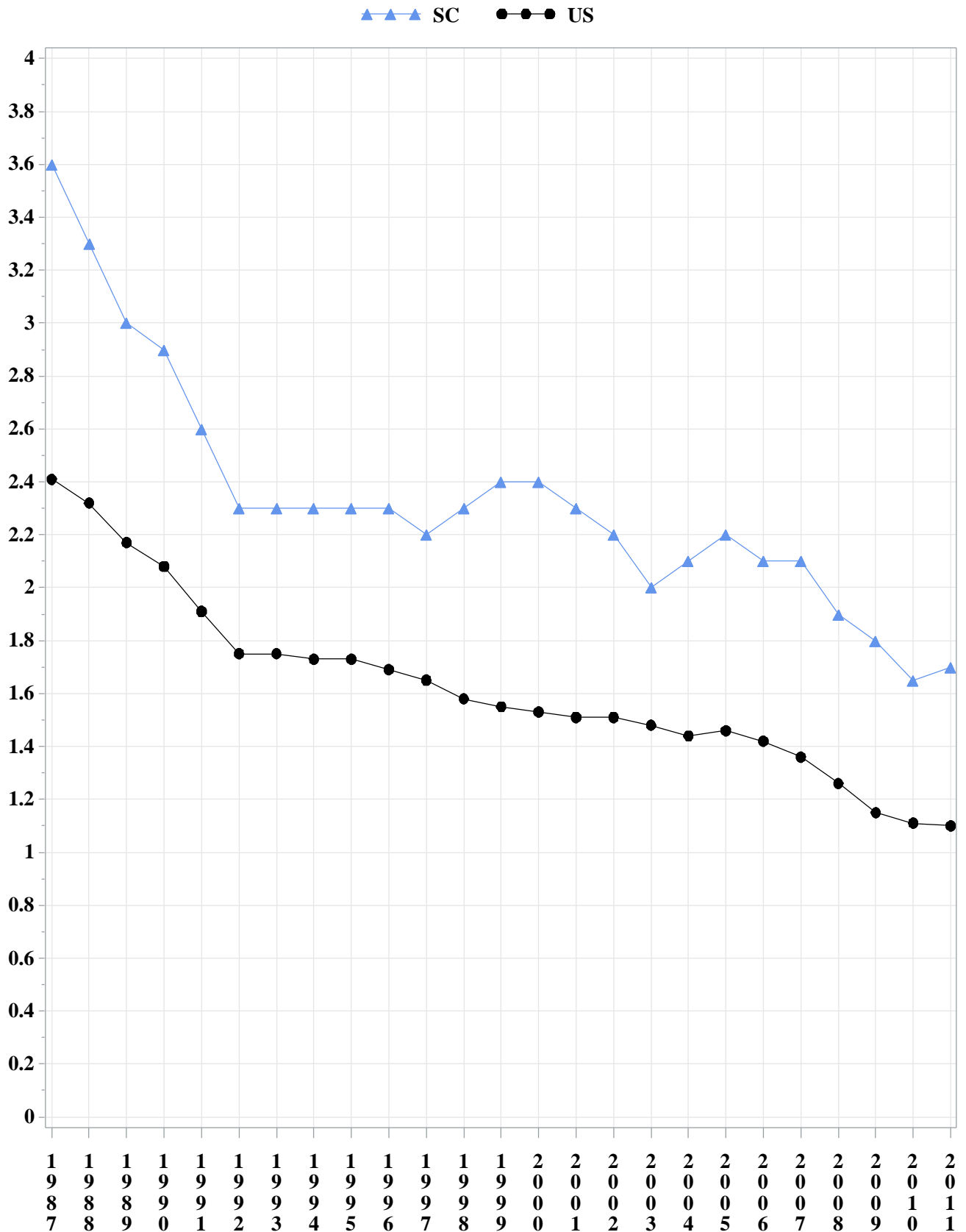
*Mileage Death Rate per 100 million vehicle miles of travel.

**Vehicle Miles of Travel in millions of miles.

***Due to a new reporting format, more 'possible injuries' were reported than in previous years.

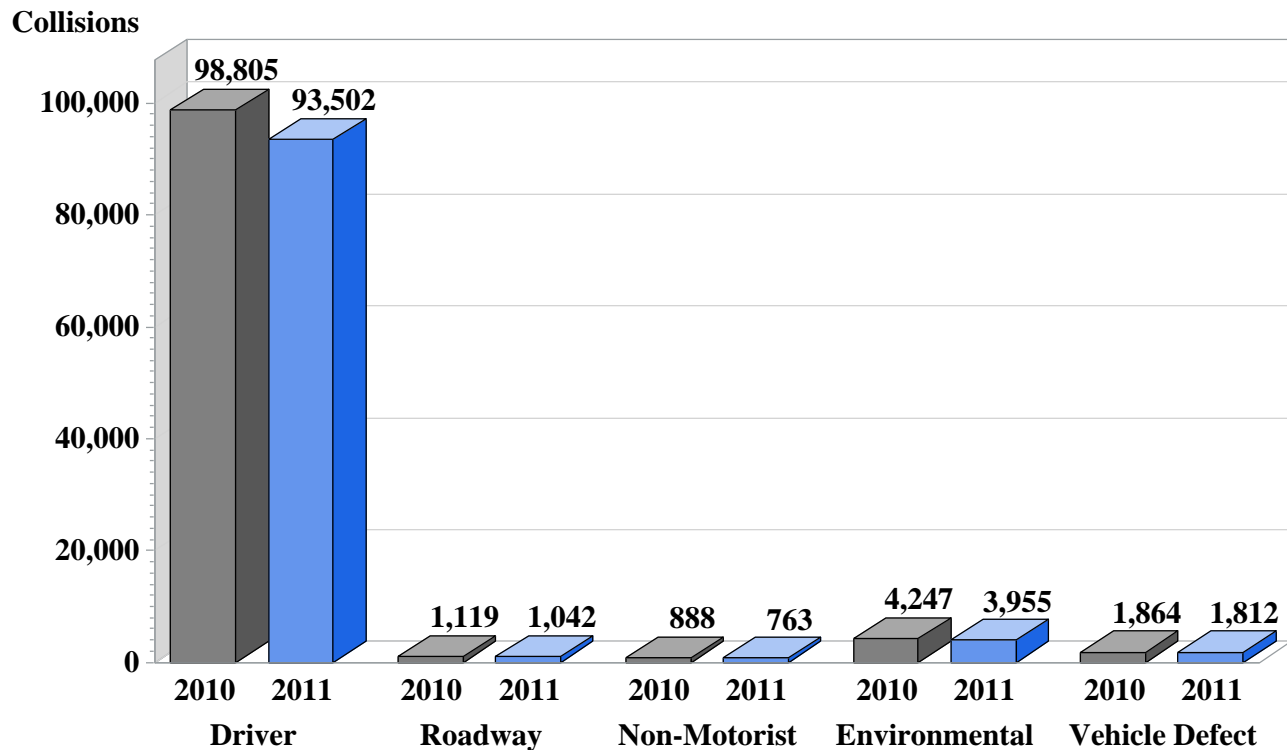
@Reporting threshold changed midyear to \$1,000 from \$400.

MILEAGE DEATH RATE (FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED) **SOUTH CAROLINA vs. NATIONAL AVERAGE** **25 YEAR TREND 1987-2011**

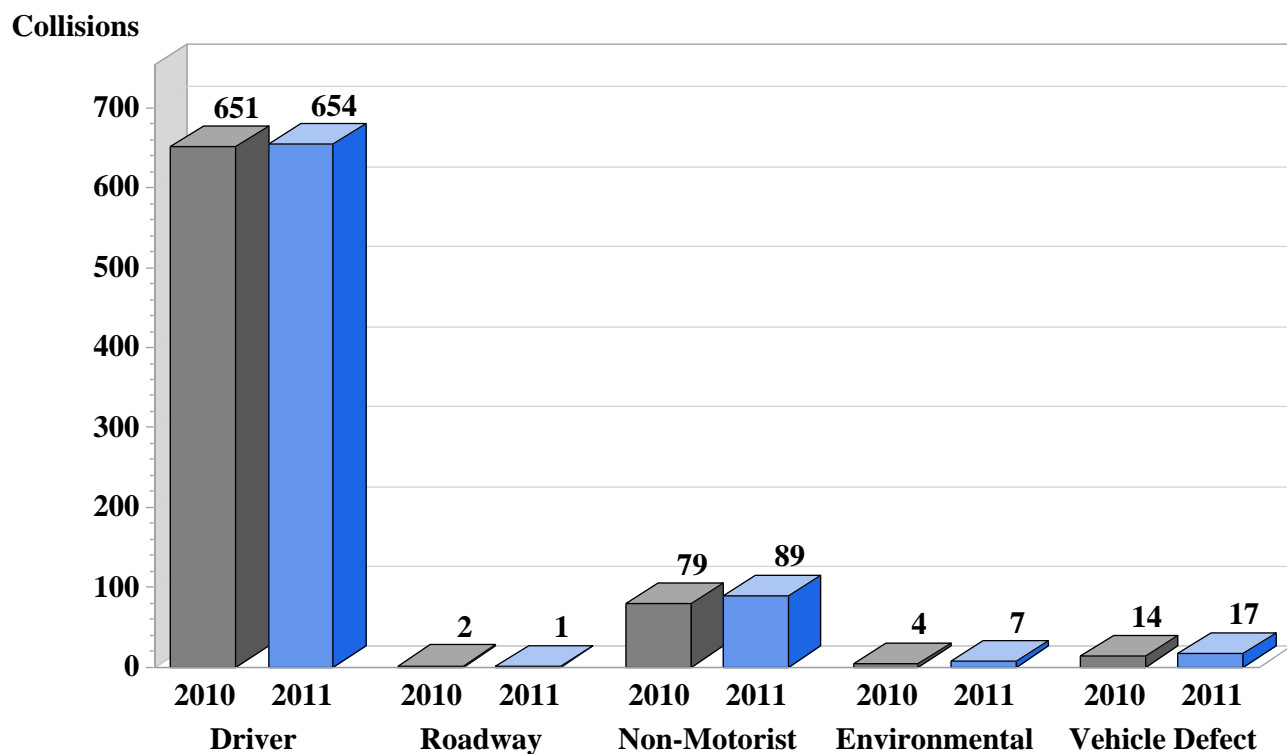


Source for U.S. data: National Highway Traffic Safety Administration. (NHTSA)

NON-FATAL COLLISIONS BY PRIMARY CONTRIBUTING FACTOR



FATAL COLLISIONS BY PRIMARY CONTRIBUTING FACTOR



PRIMARY CONTRIBUTING FACTORS IN SC TRAFFIC COLLISIONS

| CONTRIBUTING FACTOR | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Disregarded Signs/Signals/Etc. | 29 | 1,782 | 2,615 | 4,426 | 31 | 3,130 |
| Distracted/Inattention | 12 | 2,090 | 6,563 | 8,665 | 15 | 3,158 |
| Driving Too Fast for Conditions | 119 | 8,039 | 19,440 | 27,598 | 127 | 12,165 |
| Exceeded Authorized Speed Limit | 27 | 175 | 186 | 388 | 30 | 275 |
| Failed To Yield Right of Way | 69 | 6,186 | 13,208 | 19,463 | 76 | 10,627 |
| Ran Off Road | 50 | 658 | 1,020 | 1,728 | 54 | 899 |
| Fatigued/Asleep | 6 | 263 | 423 | 692 | 7 | 392 |
| Followed Too Closely | 1 | 1,752 | 5,795 | 7,548 | 1 | 2,707 |
| Made an Improper Turn | 5 | 358 | 1,722 | 2,085 | 6 | 542 |
| Medical Related | 19 | 582 | 230 | 831 | 21 | 738 |
| Aggressive Operation of Vehicle | 15 | 343 | 645 | 1,003 | 16 | 570 |
| Over-Correcting/Over-Steering | 5 | 124 | 207 | 336 | 5 | 176 |
| Swerving To Avoid Object | 2 | 117 | 243 | 362 | 2 | 183 |
| Wrong Side/Wrong Way | 31 | 553 | 860 | 1,444 | 32 | 1,003 |
| Driver Under Influence | 205 | 2,436 | 2,343 | 4,984 | 225 | 3,399 |
| Vision Obscured (Within Unit) | 1 | 26 | 161 | 188 | 1 | 41 |
| Improper Lane Usage/Change | 12 | 900 | 5,125 | 6,037 | 14 | 1,310 |
| On Cell Phone | 0 | 36 | 76 | 112 | 0 | 53 |
| Texting | 1 | 16 | 15 | 32 | 1 | 19 |
| Other Improper Action | 16 | 685 | 3,711 | 4,412 | 16 | 1,014 |
| Unknown | 29 | 457 | 1,336 | 1,822 | 31 | 659 |
| DRIVER SUBTOTALS | 654 | 27,578 | 65,924 | 94,156 | 711 | 43,060 |
| Debris | 0 | 81 | 364 | 445 | 0 | 102 |
| Obstruction In Roadway | 1 | 57 | 211 | 269 | 1 | 97 |
| Road Surface Condition (ie. Wet) | 0 | 69 | 187 | 256 | 0 | 91 |
| Rut, Holes, Bumps | 0 | 15 | 15 | 30 | 0 | 19 |
| Shoulders(None,Low,Soft,High) | 0 | 1 | 4 | 5 | 0 | 1 |
| Traffic Control Device(ie. Missing) | 0 | 4 | 11 | 15 | 0 | 9 |
| Work Zone(Constr/Maintenance/Util) | 0 | 7 | 8 | 15 | 0 | 7 |
| Worn, Travel-Polished Surface | 0 | 2 | 6 | 8 | 0 | 2 |
| ROADWAY SUBTOTALS | 1 | 236 | 806 | 1,043 | 1 | 328 |
| Non-Motorist Inattentive | 2 | 52 | 72 | 126 | 2 | 63 |
| Lying &/Or Illegally In Roadway | 45 | 130 | 8 | 183 | 45 | 149 |
| Non-Motorist Failed To Yield ROW | 5 | 74 | 42 | 121 | 5 | 87 |
| Not Visible(Dark Clothing) | 5 | 26 | 1 | 32 | 5 | 28 |
| Non-Motorist Disregarded Signs/Signals/Etc | 0 | 18 | 20 | 38 | 0 | 20 |
| Improper Crossing | 19 | 87 | 8 | 114 | 19 | 97 |
| Darting | 1 | 34 | 7 | 42 | 1 | 38 |
| Wrong Side Of Road | 3 | 26 | 5 | 34 | 3 | 29 |
| Other Non-Motorist Factor | 1 | 29 | 23 | 53 | 1 | 37 |
| Non-Motorist Unknown | 0 | 6 | 14 | 20 | 0 | 8 |
| Non-Motorist Under Influnece | 8 | 50 | 20 | 78 | 8 | 54 |
| Other Person Under Influence | 0 | 7 | 4 | 11 | 0 | 13 |
| NON-MOTORIST SUBTOTAL | 89 | 539 | 224 | 852 | 89 | 623 |

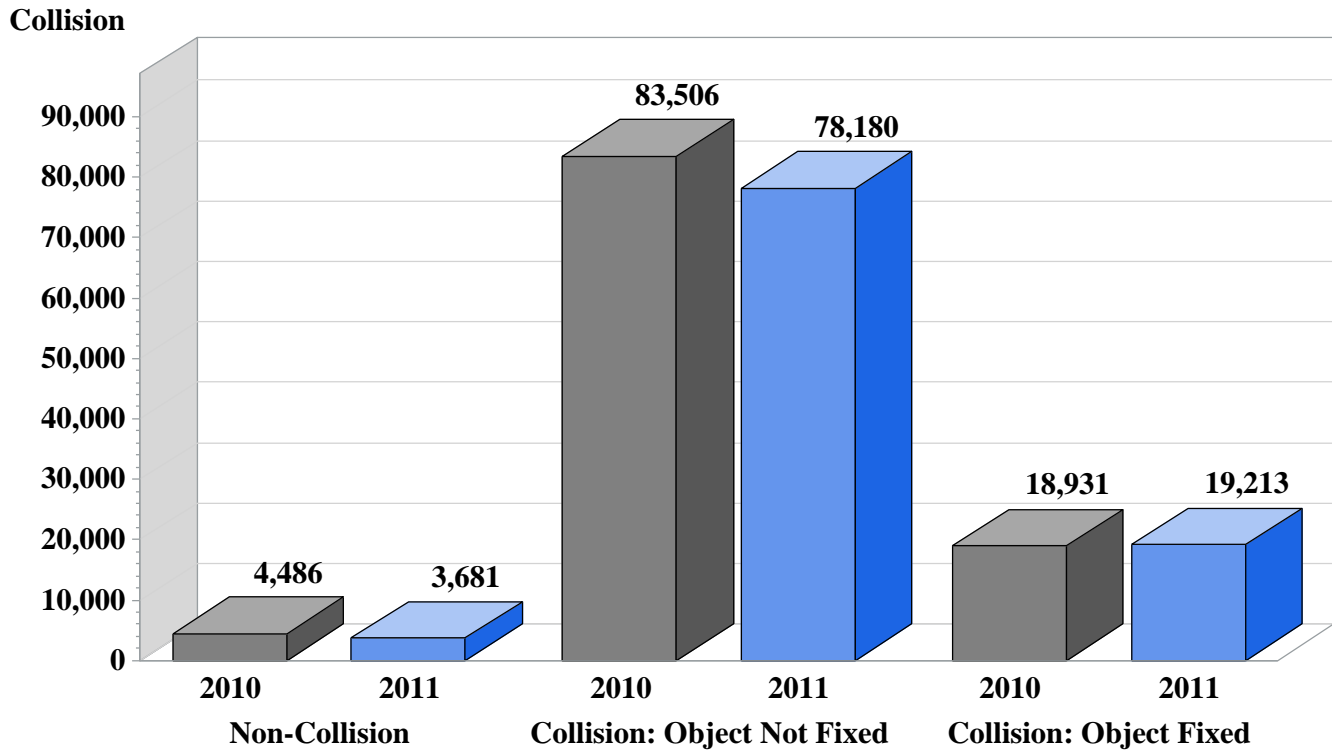
*Property Damage Only

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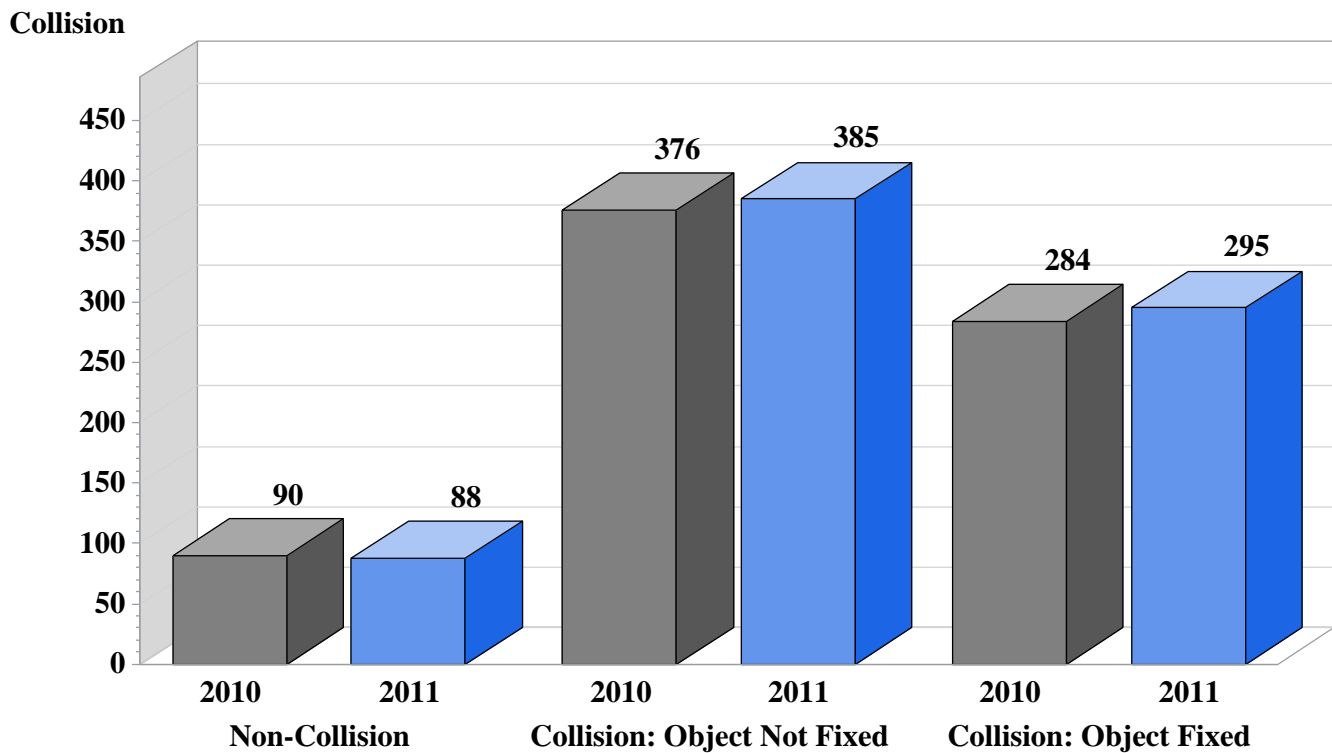
| CONTRIBUTING FACTOR | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--------------------------------|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Animal In Road | 6 | 769 | 2,539 | 3,314 | 8 | 1,045 |
| Glare | 0 | 26 | 63 | 89 | 0 | 41 |
| Obstruction | 0 | 42 | 156 | 198 | 0 | 54 |
| Weather Condition | 1 | 72 | 195 | 268 | 1 | 102 |
| Other Environmental Factor | 0 | 19 | 65 | 84 | 0 | 26 |
| Unknown Environmental Factor | 0 | 3 | 6 | 9 | 0 | 7 |
| ENVIROMENTAL SUBTOTAL | 7 | 931 | 3,024 | 3,962 | 9 | 1,275 |
| Brakes | 1 | 103 | 239 | 343 | 1 | 177 |
| Steering | 0 | 28 | 65 | 93 | 0 | 44 |
| Power Plant | 0 | 17 | 32 | 49 | 0 | 31 |
| Tires/Wheels | 14 | 197 | 568 | 779 | 15 | 347 |
| Lights | 1 | 22 | 25 | 48 | 1 | 34 |
| Signals | 0 | 1 | 0 | 1 | 0 | 1 |
| Windows/Windhield | 0 | 1 | 5 | 6 | 0 | 2 |
| Restraint Systems | 0 | 1 | 1 | 2 | 0 | 3 |
| Truck Coupling | 0 | 3 | 41 | 44 | 0 | 4 |
| Cargo | 0 | 27 | 165 | 192 | 0 | 35 |
| Fuel System | 0 | 6 | 18 | 24 | 0 | 7 |
| Other Vehicle Defect | 1 | 48 | 153 | 202 | 1 | 63 |
| Unknown Vehicle Defect | 0 | 18 | 28 | 46 | 0 | 23 |
| VEHICLE DEFECT SUBTOTAL | 17 | 472 | 1,340 | 1,829 | 18 | 771 |
| TOTALS | 768 | 29,756 | 71,318 | 101,842 | 828 | 46,057 |

*Property Damage Only

NON-FATAL COLLISIONS BY FIRST HARMFUL EVENT



FATAL COLLISIONS BY FIRST HARMFUL EVENT



FIRST HARMFUL EVENT IN SC TRAFFIC COLLISIONS

| FIRST HARMFUL EVENT (FHE) | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed | Persons Injured |
|---|-----------------|------------------|----------------|------------------|----------------|-----------------|
| Cargo/Equip Loss Or Shift | 2 | 32 | 103 | 137 | 2 | 44 |
| Cross Median/Center Line | 5 | 82 | 125 | 212 | 6 | 134 |
| Downhill Runaway | 1 | 4 | 9 | 14 | 1 | 6 |
| Equipment Failure | 3 | 63 | 161 | 227 | 4 | 104 |
| Fire/Explosion | 1 | 7 | 5 | 13 | 1 | 12 |
| Immersion | 0 | 1 | 10 | 11 | 0 | 3 |
| Jackknife | 1 | 2 | 30 | 33 | 2 | 6 |
| Overturn/Rollover | 56 | 1,120 | 932 | 2,108 | 60 | 1,587 |
| Separation Of Units | 0 | 12 | 20 | 32 | 0 | 17 |
| Spill (Two Wheel Vehicle) | 15 | 532 | 76 | 623 | 15 | 574 |
| Other Non-Collision | 4 | 143 | 186 | 333 | 4 | 163 |
| Unknown Non-Collision | 0 | 16 | 10 | 26 | 0 | 21 |
| NON-COLLISION SUBTOTAL | 88 | 2,014 | 1,667 | 3,769 | 95 | 2,671 |
| Animal (Deer Only) | 3 | 337 | 1,775 | 2,115 | 5 | 413 |
| Animal (Not Deer) | 3 | 153 | 571 | 727 | 3 | 225 |
| Motor Vehicle (In Transport) | 244 | 15,216 | 40,033 | 55,493 | 268 | 25,954 |
| Motor Vehicle (Stopped) | 14 | 3,914 | 12,612 | 16,540 | 14 | 6,245 |
| Motor Vehicle (Other Roadway) | 1 | 29 | 74 | 104 | 1 | 50 |
| Motor Vehicle (Parked) | 6 | 205 | 1,496 | 1,707 | 7 | 280 |
| Pedalcycle | 14 | 309 | 19 | 342 | 14 | 317 |
| Pedestrian | 99 | 533 | 11 | 643 | 99 | 596 |
| Railway Vehicle | 1 | 8 | 12 | 21 | 2 | 12 |
| Work Zone Maint. Equip. | 0 | 11 | 34 | 45 | 0 | 16 |
| Other Movable Object | 0 | 97 | 665 | 762 | 0 | 138 |
| Unknown Movable Object | 0 | 5 | 61 | 66 | 0 | 10 |
| COLLISION: OBJECT NOT FIXED SUBTOTAL | 385 | 20,817 | 57,363 | 78,565 | 413 | 34,256 |
| Bridge Overhead Structure | 1 | 11 | 18 | 30 | 1 | 19 |
| Bridge Parapet End | 2 | 3 | 7 | 12 | 2 | 3 |
| Bridge Pier Or Abutment | 4 | 9 | 12 | 25 | 6 | 12 |
| Bridge Rail | 5 | 62 | 86 | 153 | 6 | 87 |
| Culvert | 15 | 175 | 181 | 371 | 15 | 217 |
| Curb | 10 | 204 | 387 | 601 | 10 | 244 |
| Ditch | 51 | 1,803 | 2,748 | 4,602 | 54 | 2,334 |
| Embankment | 24 | 570 | 736 | 1,330 | 24 | 774 |
| Equipment | 0 | 12 | 19 | 31 | 0 | 17 |
| Fence | 12 | 196 | 644 | 852 | 13 | 224 |
| Guardrail End | 4 | 83 | 166 | 253 | 4 | 118 |
| Guardrail Face | 13 | 229 | 682 | 924 | 14 | 294 |
| HWY Traffic Sign Post | 7 | 179 | 447 | 633 | 10 | 220 |
| Impact Attenuator/Crash Cushion | 0 | 6 | 8 | 14 | 0 | 7 |
| Light Luminaire Support | 0 | 11 | 48 | 59 | 0 | 12 |
| Mailbox | 11 | 231 | 595 | 837 | 11 | 293 |
| Median Barrier | 10 | 325 | 1,117 | 1,452 | 11 | 421 |
| Overhead Sign Support | 0 | 3 | 14 | 17 | 0 | 3 |
| Other(Post,Pole,Support,Etc.) | 7 | 170 | 385 | 562 | 7 | 219 |
| Other(Wall,Bldg,Tunnel,Etc.) | 3 | 141 | 285 | 429 | 3 | 178 |
| Tree | 98 | 1,883 | 2,451 | 4,432 | 110 | 2,636 |
| Utility Pole | 13 | 437 | 763 | 1,213 | 14 | 564 |
| Workzone Maint. Equip. | 0 | 2 | 19 | 21 | 0 | 2 |
| Other | 5 | 169 | 450 | 624 | 5 | 216 |
| Unknown Fixed Object | 0 | 11 | 20 | 31 | 0 | 16 |
| COLLISION: OBJECT FIXED SUBTOTAL | 295 | 6,925 | 12,288 | 19,508 | 320 | 9,130 |
| TOTALS | 768 | 29,756 | 71,318 | 101,842 | 828 | 46,057 |

*Property Damage Only

PRIMARY CONTRIBUTING FACTOR

The 2011 South Carolina Traffic Collision Fact Book reports on the primary contributing factor (see page 132) in a traffic collision. This information comes directly from the collision report form filled out by the investigating officer. It is important to realize that while the report form has a field for primary contributing factor; it can also report up to four (4) other contributing factors for each collision. Thus, we rely on the investigating officer's judgment as to the primary contributing factor for a collision.

Some action (or inaction) by one or more of the drivers was cited as the primary contributing factor in 94,156 of the 101,842 reported traffic collisions in 2011. This accounted for 92.5% of all primary contributing factors, a percentage slightly more than the previous year of 92.4%. Environmental factors accounted for the next largest category of collision causes with 3,962 or 3.9% of the total. The vast majority of these (3,314) involved an "Animal in the Roadway," and accounted for 3.3% of all collisions. The "Non-Motorist", "Road" and "Vehicle" categories together accounted for only 3.7% of all reported traffic collisions in 2011.

For fatal collisions in 2011, some type of driver error was considered the primary contributing factor in 654 of the 768 collisions, accounting for 85.2% of all collisions in which someone was killed. This percentage is lower than that of all collisions, which is 92.5%. The specific causes of fatal collisions were quite different from all collisions. The leading primary contributing factor of fatal collisions was "Driving Under the Influence" with 205 collisions (26.7%). A distance second was "Driving Too Fast for Conditions" with 119 collisions (15.5%). The next leading factors were "Failed to Yield Right of Way", "Ran Off Road", and "Wrong Side or Wrong Way" with 69, 50, and 31 fatal collisions, respectively. The proportion of "Non-Motorist" causes was much higher in fatal (11.6%) as compared to property damage only collisions (0.3%).

FIRST HARMFUL EVENT

The first harmful event (FHE) in a traffic collision is defined as the first occurrence of injury or damage in a collision. In 2011, the FHE in 78,565 of the 101,842 reported traffic collisions (77.1%) involved some type of collision between a motor vehicle in transport and an object not fixed. The top two FHE's, both involving a collision with an object not fixed, were "Collision with Motor Vehicle in Transport," 55,493 (70.6% of the collisions with an object not fixed) and "Collision with Stopped Vehicle," 16,540 (21.1% of the collisions with an object not fixed). The third top FHE was "Ditch" in the "Collision with Fixed Object" group, with 4,602 collisions (4.5% of all collisions). Combined, these three accounted for more than 75% of all reported collisions.

"Collisions with an Object Not Fixed" accounted for a substantially smaller percentage of the fatal collisions (50.1%) than the property damage only collisions (80.4%). Collisions involving a "Collision with a Fixed Object" accounted for a substantially greater percentage of the fatal collisions (38.4%) than for property damage only (17.2%). The leading FHE in fatal collisions was "Collision with Motor Vehicle in Transport" with 244 (31.8%); the second leading FHE in fatal collisions was "Pedestrian" with 99 (12.9%).

Part II – Collision Characteristics

There are many characteristics associated with traffic collisions. Patterns in these characteristics can provide insight into the cause of collisions and may ultimately lead to effective countermeasures for reducing the number of collisions that occur and minimizing the severity of those that will still occur. The data provided on the following pages may raise interesting questions for those interested in highway safety. These questions may in turn lead to research, which addresses a particular collision characteristic. Here are some examples of traffic collision characteristics for 2011:

A. Driver

- ◆ Male drivers between the ages of 20 and 24 continue to be over represented in fatal collisions. In 2011, male drivers in this age group represented 4.1% of all licensed drivers and 9.2% of drivers involved in fatal collisions.
- ◆ Male drivers made up 70.5% and female drivers made up 26.1% of the drivers involved in fatal collisions (3.4% of drivers' gender was unknown).
- ◆ The leading traffic violation written during a collision investigation in 2011 was "Speeding less than 10 miles over the limit".

B. Time

- ◆ More than 61% of fatal collisions occurred between the hours of 3:01 p.m. and 3:00 a.m.
- ◆ The months of October, May and September the most fatal collisions with 80, 80 and 71 respectively.
- ◆ More traffic deaths occurred on Friday, Saturday and Sunday than Monday, Tuesday, Wednesday, and Thursday.
- ◆ The leading Holiday Period for fatalities in 2011 was the Thanksgiving Holiday with 11 fatal collisions and 11 fatalities.

C. Location

- ◆ More fatal collisions (260 or 33.9%) and deaths (282 or 34.1%) occurred on state secondary routes than on any other route category.
- ◆ There were 107 fatal collisions on South Carolina Interstates resulting in 118 persons killed.

D. Environment

- ◆ More than 87% of all traffic collisions occurred during clear or cloudy weather conditions.
- ◆ About 84% of all collisions occurred on a dry road surface.
- ◆ There were 11 persons killed in work zone collisions in 2011.

E. Vehicles

- ◆ Automobiles made up about 54% of all units involved in traffic collisions during 2011.
- ◆ There 1,088 units defined as motor vehicles involved in fatal traffic collisions. Automobiles, pickup trucks, and SUV's made up 77% of the motor vehicles involved in fatal crashes.

A. THE DRIVER

Numerous decisions are required of drivers while operating a motor vehicle. All too often, poor judgment, inattention or carelessness on the part of a driver results in a dangerous driving decision, which leads to a traffic collision. The primary contributing factor in 92.5% of all reported traffic crashes was driver-related in 2011. Often, the officer investigating the collision will issue a citation to one or more of the drivers involved. Driver violations charged to drivers involved in traffic collisions reported during 2011 are as follows:

| <u>Violation</u> | <u>Amount</u> | <u>%</u> |
|--|----------------------|-----------------|
| 1. Speeding < 10 MPH Over Speed Limit | 21,310 | 31.47% |
| 2. Failure to Yield Right of Way | 11,291 | 16.67% |
| 3. Driving Under the Influence | 4,864 | 7.18% |
| 4. Driver's License Violation | 2,978 | 4.40% |
| 5. Following Too Closely | 3,348 | 5.00% |
| 6. Other Moving Violation | 3,682 | 4.94% |
| 7. Changing Lanes Unlawfully | 2,887 | 4.26% |
| 8. Traffic Signal/Sign/Light Violation | 2,382 | 3.52% |
| 9. Driving Under Suspension | 1,710 | 2.53% |
| 10. Illegal Turning | 1,254 | 1.85% |
| 11. Other Violations | 12,007 | 17.73% |
| Total | 67,713 | 100% |

Enumerated on the following pages are the numbers of licensed drivers by age and gender and the number of drivers involved in collisions by age and gender. Based on the figures indicated in these tables, nearly one out of every 11 (9.5%) of all licensed male drivers between the ages of 15 and 24 years of age was involved in a traffic collision in 2011. About one in 12 (8.7%) of the female drivers in the same age group were involved in collisions. For the entire licensed population, approximately one out of every 19 (0.05%) drivers was involved in a collision during the year. Nearly 71% of the drivers in fatal crashes were male.

LICENSED DRIVERS BY AGE AND GENDER*

| Age | Male | % | Female | % | Unknown | % | Total | % |
|-----------------|------------------|--------------|------------------|--------------|------------|-------------|------------------|---------------|
| 14** | 42 | 0.0% | 11 | 0.0% | 0 | 0.0% | 53 | 0.0% |
| 15 | 13,343 | 0.4% | 13,465 | 0.4% | 1 | 0.0% | 26,809 | 0.8% |
| 16 | 18,905 | 0.6% | 18,645 | 0.5% | 2 | 0.0% | 37,552 | 1.1% |
| 17 | 22,274 | 0.6% | 21,795 | 0.6% | 5 | 0.0% | 44,074 | 1.3% |
| 18 | 25,084 | 0.7% | 24,493 | 0.7% | 0 | 0.0% | 49,577 | 1.4% |
| 19 | 26,601 | 0.8% | 26,988 | 0.8% | 2 | 0.0% | 53,591 | 1.6% |
| 20 | 27,565 | 0.8% | 28,243 | 0.8% | 1 | 0.0% | 55,809 | 1.6% |
| 21 | 28,726 | 0.8% | 29,313 | 0.9% | 0 | 0.0% | 58,039 | 1.7% |
| 22 | 28,635 | 0.8% | 29,909 | 0.9% | 2 | 0.0% | 58,546 | 1.7% |
| 23 | 28,594 | 0.8% | 30,121 | 0.9% | 1 | 0.0% | 58,716 | 1.7% |
| 24 | 27,852 | 0.8% | 30,174 | 0.9% | 1 | 0.0% | 58,027 | 1.7% |
| 25-29 | 140,880 | 4.1% | 153,186 | 4.5% | 7 | 0.0% | 294,073 | 8.6% |
| 30-34 | 135,693 | 4.0% | 149,283 | 4.4% | 11 | 0.0% | 284,987 | 8.3% |
| 35-39 | 130,739 | 3.8% | 141,645 | 4.1% | 15 | 0.0% | 272,399 | 7.9% |
| 40-44 | 143,972 | 4.2% | 152,993 | 4.5% | 20 | 0.0% | 296,985 | 8.7% |
| 45-49 | 147,525 | 4.3% | 159,357 | 4.6% | 23 | 0.0% | 306,905 | 8.9% |
| 50-54 | 148,169 | 4.3% | 162,943 | 4.8% | 23 | 0.0% | 311,135 | 9.1% |
| 55-59 | 138,889 | 4.0% | 156,798 | 4.6% | 17 | 0.0% | 295,704 | 8.6% |
| 60-64 | 131,091 | 3.8% | 145,861 | 4.3% | 18 | 0.0% | 276,970 | 8.1% |
| 65-69 | 107,255 | 3.1% | 115,380 | 3.4% | 24 | 0.0% | 222,659 | 6.5% |
| 70-74 | 73,214 | 2.1% | 78,892 | 2.3% | 5 | 0.0% | 152,111 | 4.4% |
| 75-79 | 48,836 | 1.4% | 54,862 | 1.6% | 9 | 0.0% | 103,707 | 3.0% |
| 80-84 | 30,022 | 0.9% | 35,954 | 1.0% | 6 | 0.0% | 65,982 | 1.9% |
| 85 & Over | 19,469 | 0.6% | 25,504 | 0.7% | 6 | 0.0% | 44,979 | 1.3% |
| Other & Unknown | 1 | 0.0% | 0 | 0.0% | 1 | 0.0% | 2 | 0.0% |
| TOTAL | 1,643,376 | 47.9% | 1,785,815 | 52.1% | 200 | 0.0% | 3,429,391 | 100.0% |

*Figures provided by the South Carolina Department of Motor Vehicle - these figures were provided at a different time and therefore will not have the same total as what is posted on the DMV web site and page 5.

**Moped License Only

AGE AND GENDER OF DRIVERS OF MOTOR VEHICLES INVOLVED IN REPORTED SC TRAFFIC COLLISIONS*

| DRIVERS IN TOTAL COLLISIONS | | | | |
|-----------------------------|---------------|---------------|--------------|----------------|
| AGE | FEMALE | MALE | UNKNOWN | TOTAL |
| Under 15 | 72 | 97 | 0 | 169 |
| 15 to 19 | 9,157 | 10,233 | 0 | 19,390 |
| 20 to 24 | 12,827 | 13,196 | 0 | 26,023 |
| 25 to 29 | 9,748 | 10,152 | 1 | 19,901 |
| 30 to 34 | 7,969 | 8,825 | 1 | 16,795 |
| 35 to 39 | 6,957 | 7,734 | 0 | 14,691 |
| 40 to 44 | 6,838 | 8,010 | 1 | 14,849 |
| 45 to 49 | 6,286 | 7,811 | 0 | 14,097 |
| 50 to 54 | 5,765 | 7,137 | 0 | 12,902 |
| 55 to 59 | 4,896 | 6,068 | 0 | 10,964 |
| 60 to 64 | 4,102 | 5,364 | 0 | 9,466 |
| 65 to 69 | 2,764 | 3,810 | 0 | 6,574 |
| 70 to 74 | 1,807 | 2,503 | 0 | 4,310 |
| 75 to 79 | 1,296 | 1,706 | 0 | 3,002 |
| 80 to 84 | 850 | 1,068 | 0 | 1,918 |
| 85 & Older | 516 | 596 | 0 | 1,112 |
| Unknown* | 257 | 817 | 8,761 | 9,835 |
| TOTALS | 82,107 | 95,127 | 8,764 | 185,998 |

| DRIVERS IN FATAL COLLISIONS | | | | |
|-----------------------------|------------|------------|-----------|--------------|
| AGE | FEMALE | MALE | UNKNOWN | TOTAL |
| Under 15 | 0 | 0 | 0 | 0 |
| 15 to 19 | 22 | 48 | 0 | 70 |
| 20 to 24 | 44 | 100 | 0 | 144 |
| 25 to 29 | 39 | 87 | 0 | 126 |
| 30 to 34 | 21 | 70 | 0 | 91 |
| 35 to 39 | 18 | 74 | 0 | 92 |
| 40 to 44 | 30 | 79 | 0 | 109 |
| 45 to 49 | 19 | 75 | 0 | 94 |
| 50 to 54 | 24 | 63 | 0 | 87 |
| 55 to 59 | 15 | 49 | 0 | 64 |
| 60 to 64 | 12 | 44 | 0 | 56 |
| 65 to 69 | 9 | 34 | 0 | 43 |
| 70 to 74 | 18 | 21 | 0 | 39 |
| 75 to 79 | 8 | 11 | 0 | 19 |
| 80 to 84 | 0 | 9 | 0 | 9 |
| 85 & Older | 6 | 6 | 0 | 12 |
| Unknown* | 0 | 0 | 37 | 37 |
| TOTALS | 285 | 770 | 37 | 1,092 |

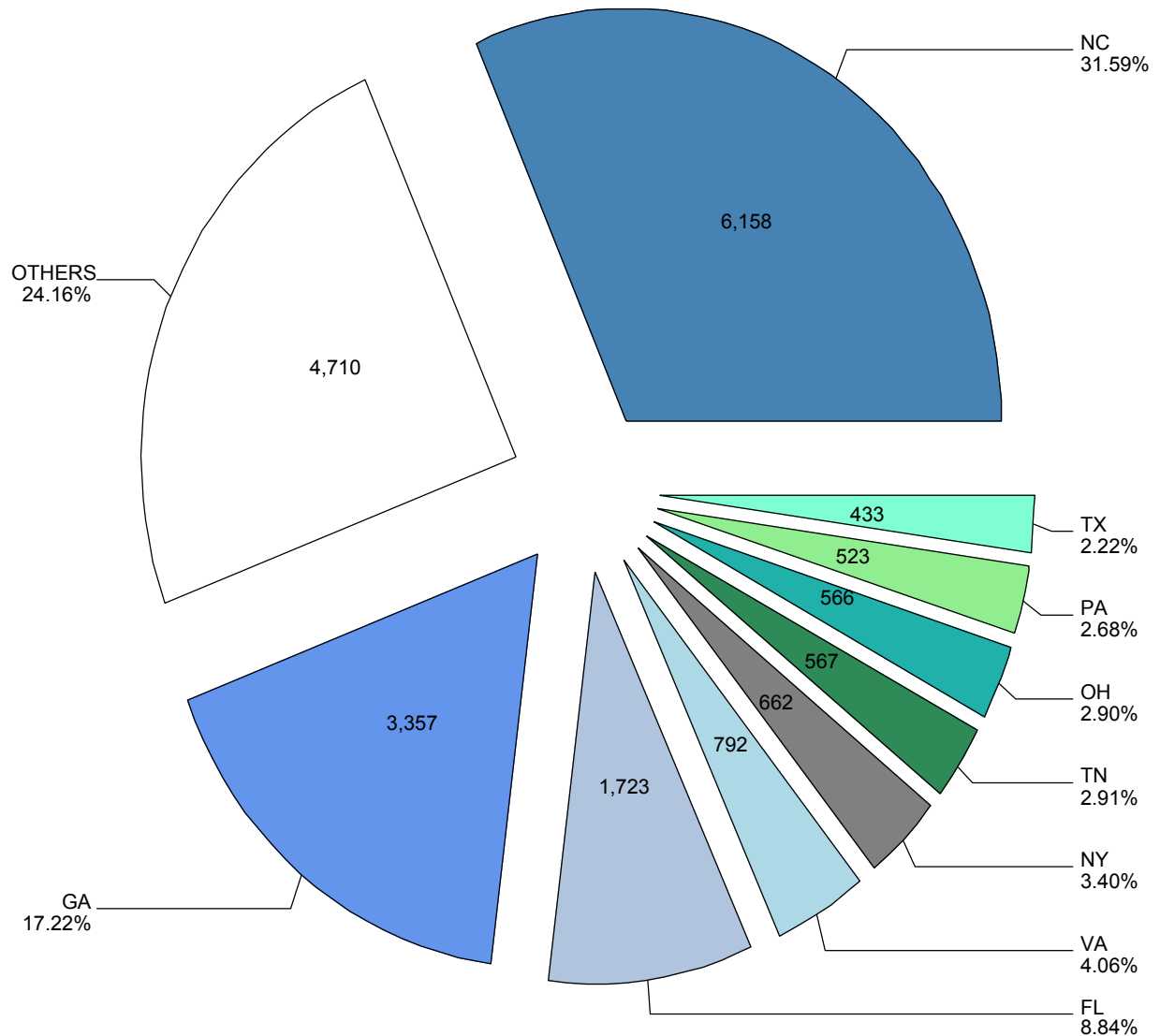
| DRIVERS IN INJURY COLLISIONS | | | | |
|------------------------------|---------------|---------------|--------------|---------------|
| AGE | FEMALE | MALE | UNKNOWN | TOTAL |
| Under 15 | 20 | 30 | 0 | 50 |
| 15 to 19 | 2,548 | 2,727 | 0 | 5,275 |
| 20 to 24 | 3,734 | 3,734 | 0 | 7,468 |
| 25 to 29 | 2,920 | 2,851 | 1 | 5,772 |
| 30 to 34 | 2,426 | 2,599 | 0 | 5,025 |
| 35 to 39 | 2,008 | 2,226 | 0 | 4,234 |
| 40 to 44 | 2,015 | 2,226 | 0 | 4,241 |
| 45 to 49 | 1,802 | 2,282 | 0 | 4,084 |
| 50 to 54 | 1,647 | 2,117 | 0 | 3,764 |
| 55 to 59 | 1,439 | 1,796 | 0 | 3,235 |
| 60 to 64 | 1,214 | 1,478 | 0 | 2,692 |
| 65 to 69 | 793 | 1,040 | 0 | 1,833 |
| 70 to 74 | 514 | 670 | 0 | 1,184 |
| 75 to 79 | 385 | 463 | 0 | 848 |
| 80 to 84 | 256 | 273 | 0 | 529 |
| 85 & Older | 159 | 193 | 0 | 352 |
| Unknown* | 58 | 170 | 1,766 | 1,994 |
| TOTALS | 23,938 | 26,875 | 1,767 | 52,580 |

| DRIVERS IN PDO** COLLISIONS | | | | |
|-----------------------------|---------------|---------------|--------------|----------------|
| AGE | FEMALE | MALE | UNKNOWN | TOTAL |
| Under 15 | 52 | 67 | 0 | 119 |
| 15 to 19 | 6,587 | 7,458 | 0 | 14,045 |
| 20 to 24 | 9,049 | 9,362 | 0 | 18,411 |
| 25 to 29 | 6,789 | 7,214 | 0 | 14,003 |
| 30 to 34 | 5,522 | 6,156 | 1 | 11,679 |
| 35 to 39 | 4,931 | 5,434 | 0 | 10,365 |
| 40 to 44 | 4,793 | 5,705 | 1 | 10,499 |
| 45 to 49 | 4,465 | 5,454 | 0 | 9,919 |
| 50 to 54 | 4,094 | 4,957 | 0 | 9,051 |
| 55 to 59 | 3,442 | 4,223 | 0 | 7,665 |
| 60 to 64 | 2,876 | 3,842 | 0 | 6,718 |
| 65 to 69 | 1,962 | 2,736 | 0 | 4,698 |
| 70 to 74 | 1,275 | 1,812 | 0 | 3,087 |
| 75 to 79 | 903 | 1,232 | 0 | 2,135 |
| 80 to 84 | 594 | 786 | 0 | 1,380 |
| 85 & Older | 351 | 397 | 0 | 748 |
| Unknown* | 199 | 647 | 6,958 | 7,804 |
| TOTALS | 57,884 | 67,482 | 6,960 | 132,326 |

*Includes drivers whose age and/or gender were not recorded on the report, hit and run vehicles for which driver information was not available and parked vehicles with no driver.

**Property Damage Only

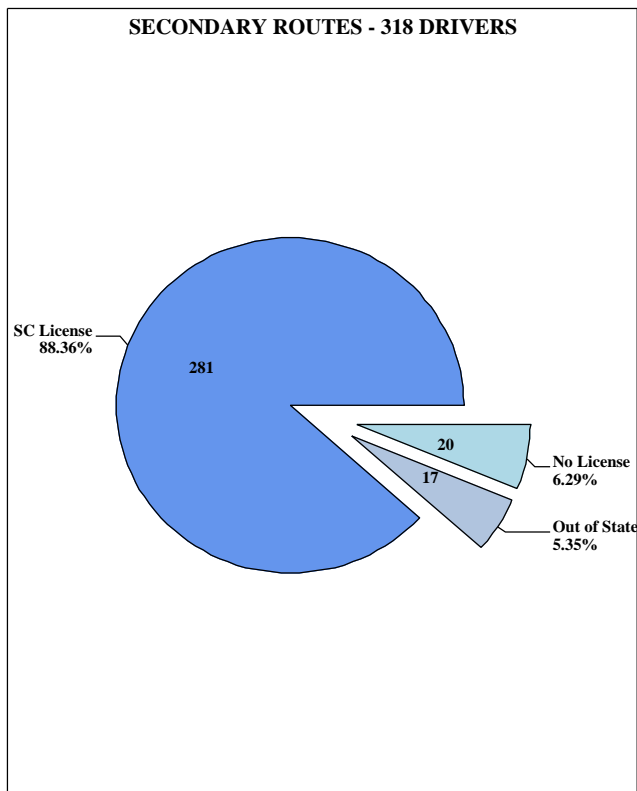
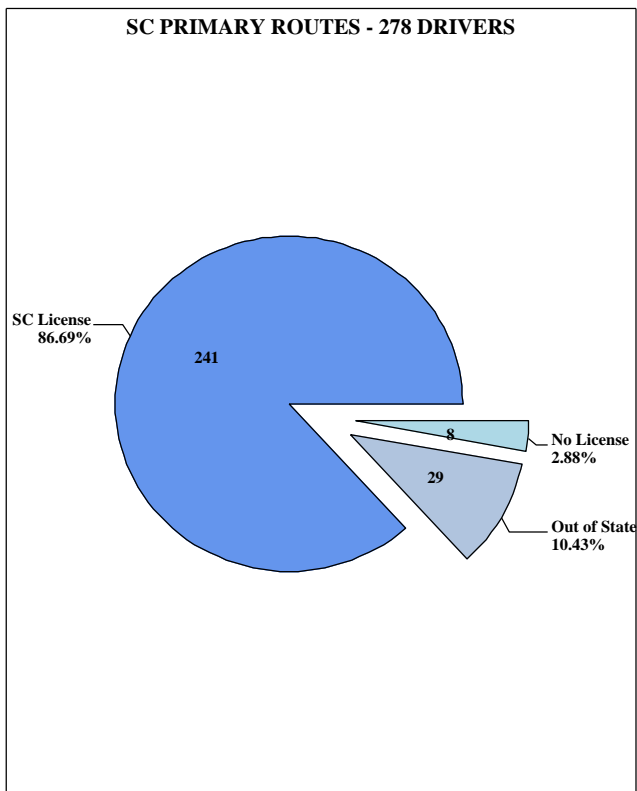
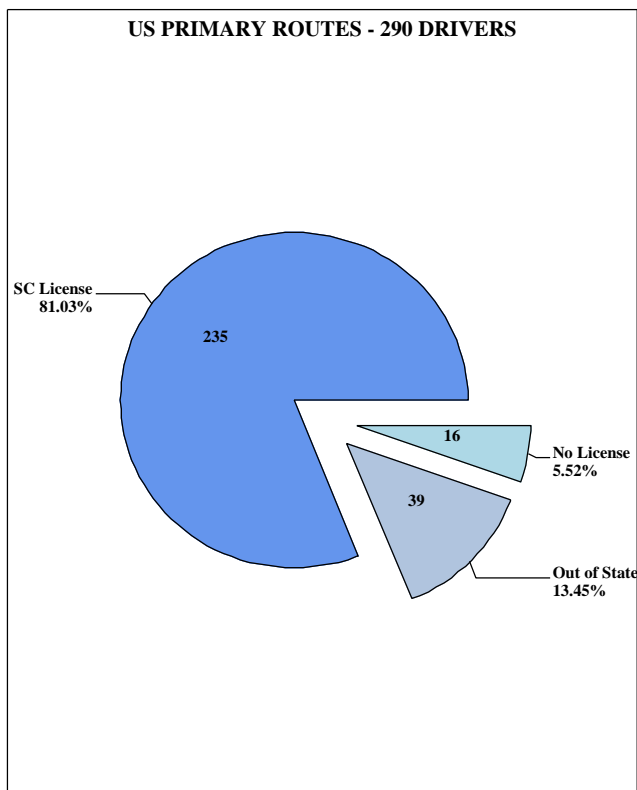
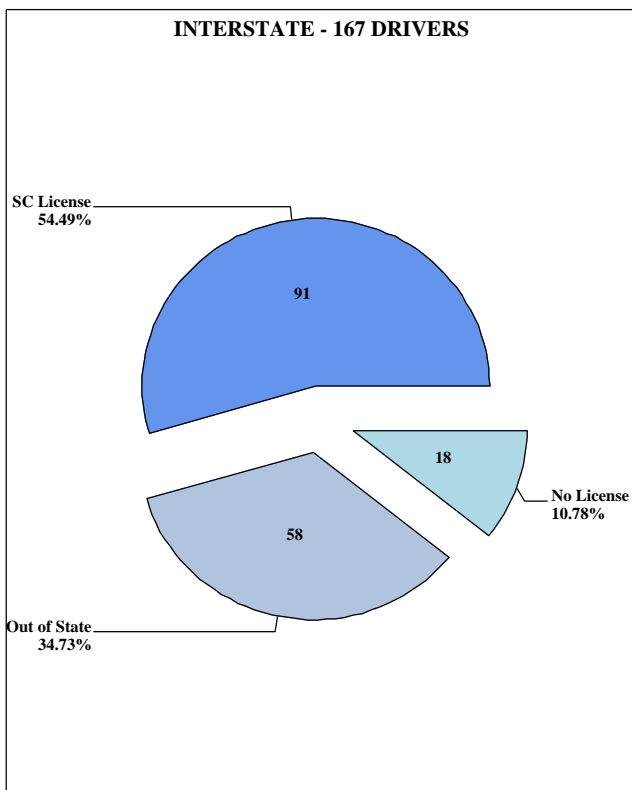
NOTE: These figures only represent drivers of units defined as a motor vehicle.

OUT OF STATE DRIVERS INVOLVED IN TRAFFIC COLLISIONS*

SOUTH CAROLINA DRIVERS TOTALED 154,030

*Figures only represent drivers of any motor vehicle requiring a valid driver's license. There were 12,477 drivers that did not present a valid driver's license at the time of the crash.

DRIVERS INVOLVED IN FATAL COLLISIONS BY ROUTE CATEGORY AND LICENSE STATE



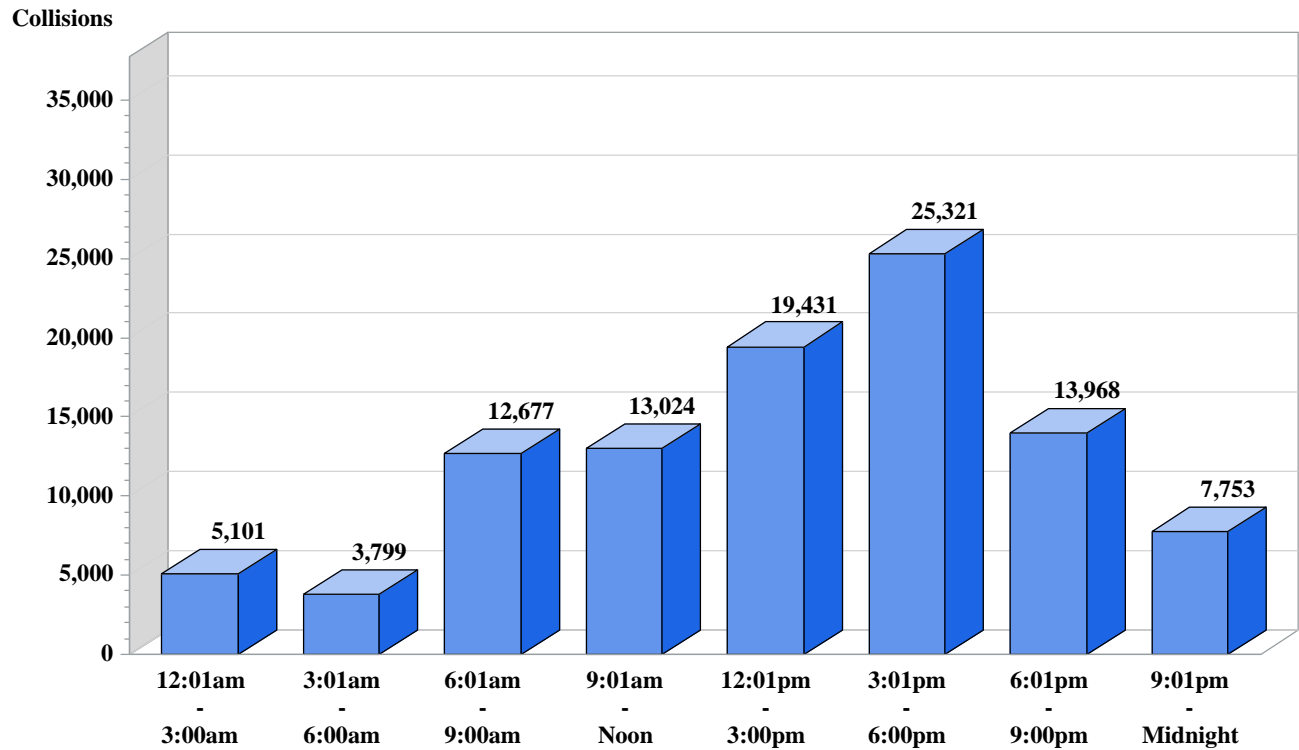
Note: There were 39 drivers involved in fatal collisions on county routes in 2011

B. TIME

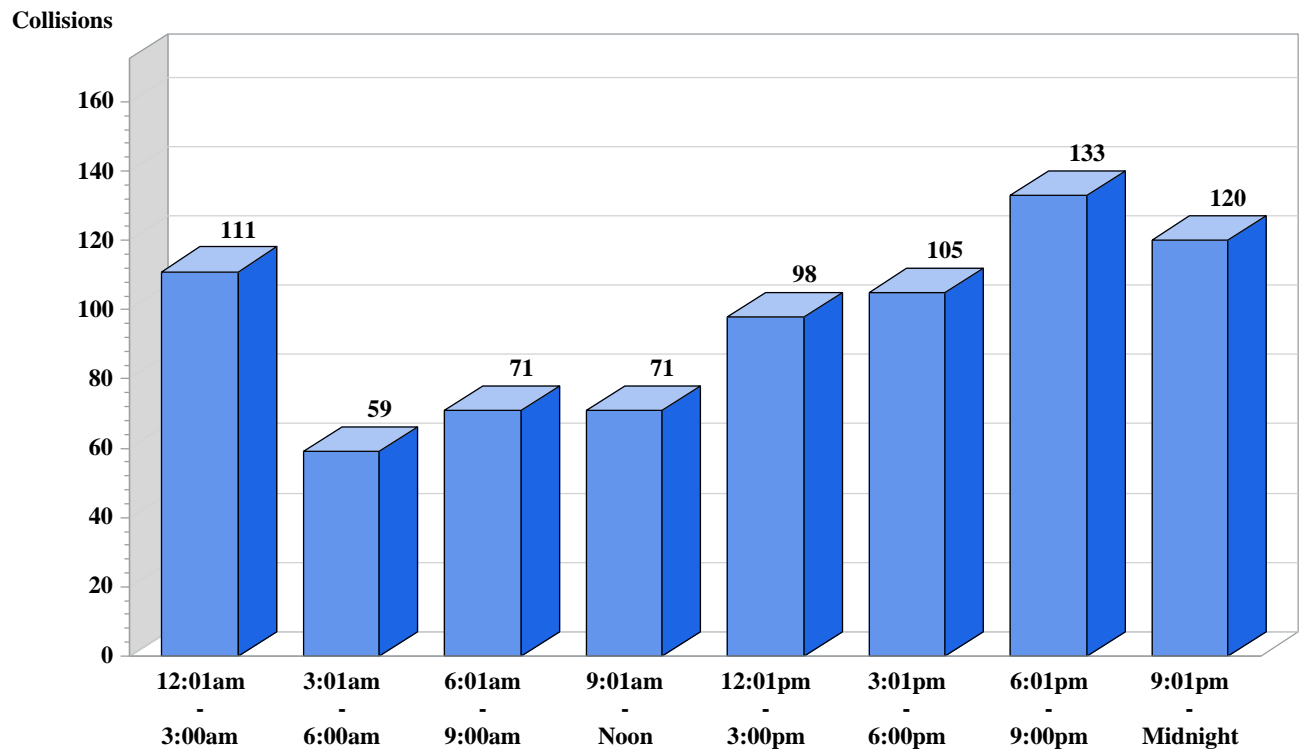
The frequency of traffic collisions is affected by the settings of the clock and calendar. The concentration of traffic, for example, is heavier at certain times of the day, days of the week and month. Travel is also affected by holidays and by special events such as football games. In addition to travel, driver attitudes, vision and behavior are influenced by time factors, weather, and time of year. On the following pages, statistics are presented which indicate observable time variables. Some of the important observations in the 2011 data are as follows:

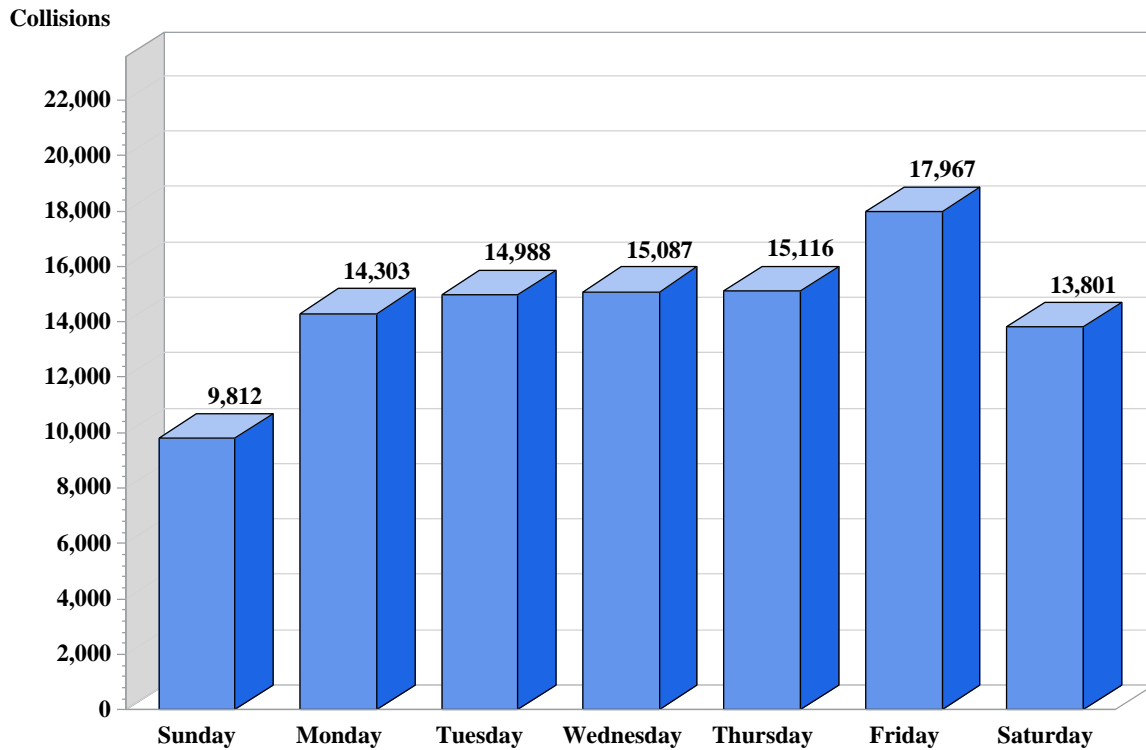
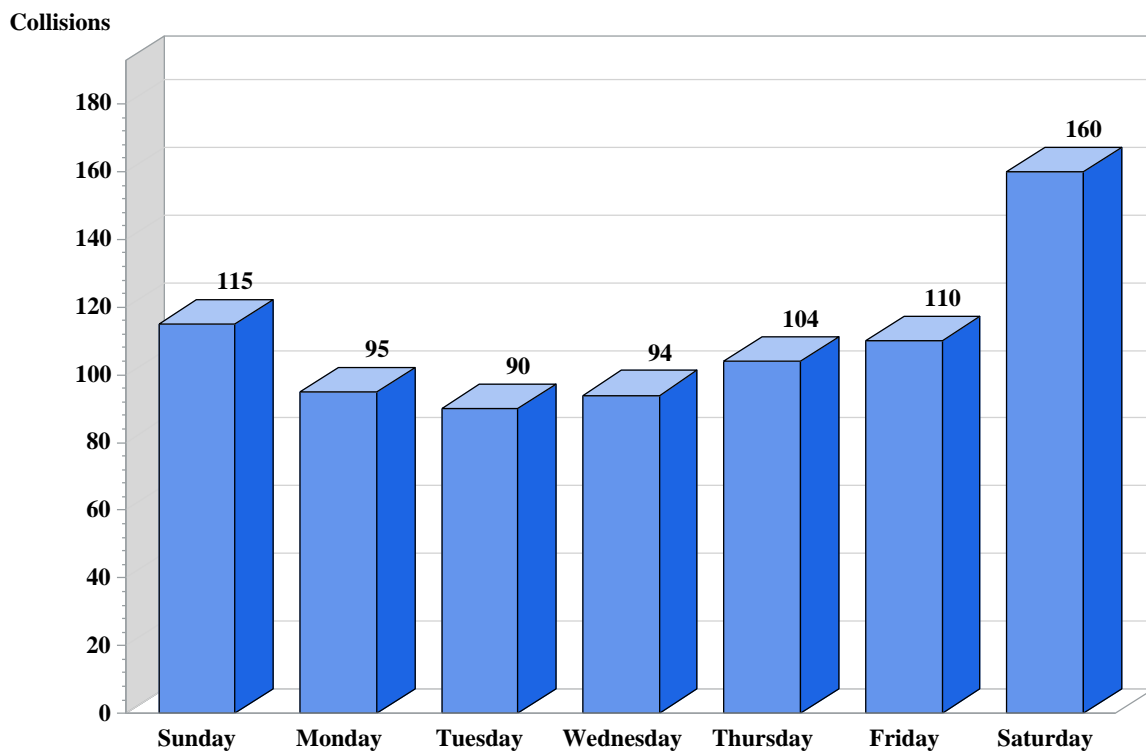
- ◆ More traffic deaths occurred on Friday, Saturday and Sunday (418), than on Monday, Tuesday, Wednesday and Thursday (410).
- ◆ The most frequent time of day for all collision types was 3:01pm -6:00pm. Fatal collisions occurred more frequently during 6:01pm-9:00pm, accounting for 17% of the total.
- ◆ More traffic collisions were reported on Friday than any other day of the week with 18,077 collisions during 2011, accounting for more than 17% of the total. No other day of the week experienced as many as 16,000 collisions. The fewest traffic collisions were reported on Sundays with 9,927 or 10%.
- ◆ As in past years, more fatal collisions were reported on Saturday (160) in 2011 than any other day. This accounted for about 20% of all fatal collisions and resulted in the deaths of 175 persons. The fewest number of fatal collisions occurred on Tuesday with 90, resulting in 97 fatalities.
- ◆ October was the leading month for all collisions in 2011, with 9,663. The leading months for fatal collisions were October and May with 80 collisions and 86 fatalities each. December and January had the fewest fatal collisions with 51 and 41 collisions resulting in 54 and 45 fatalities respectively.

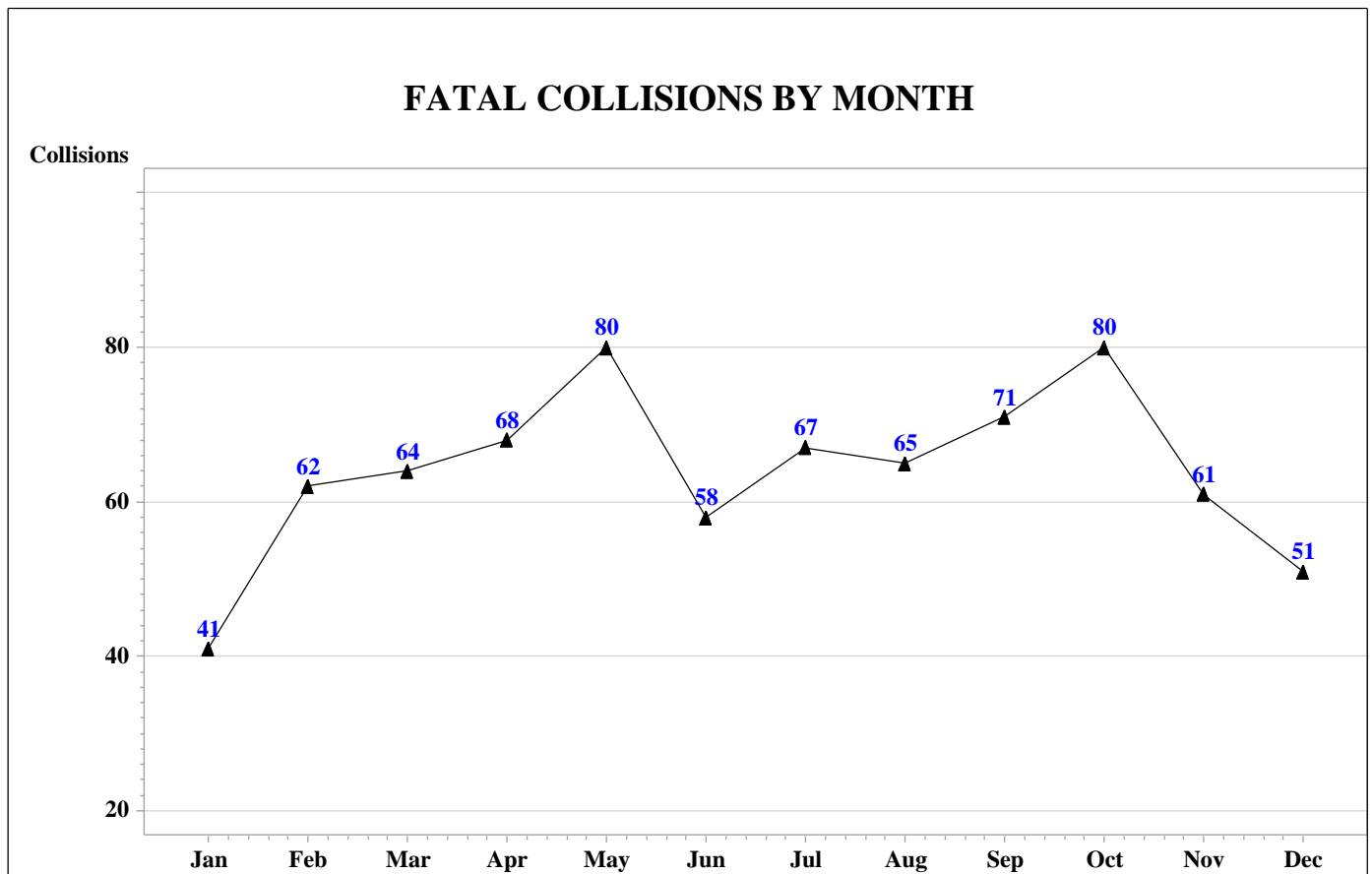
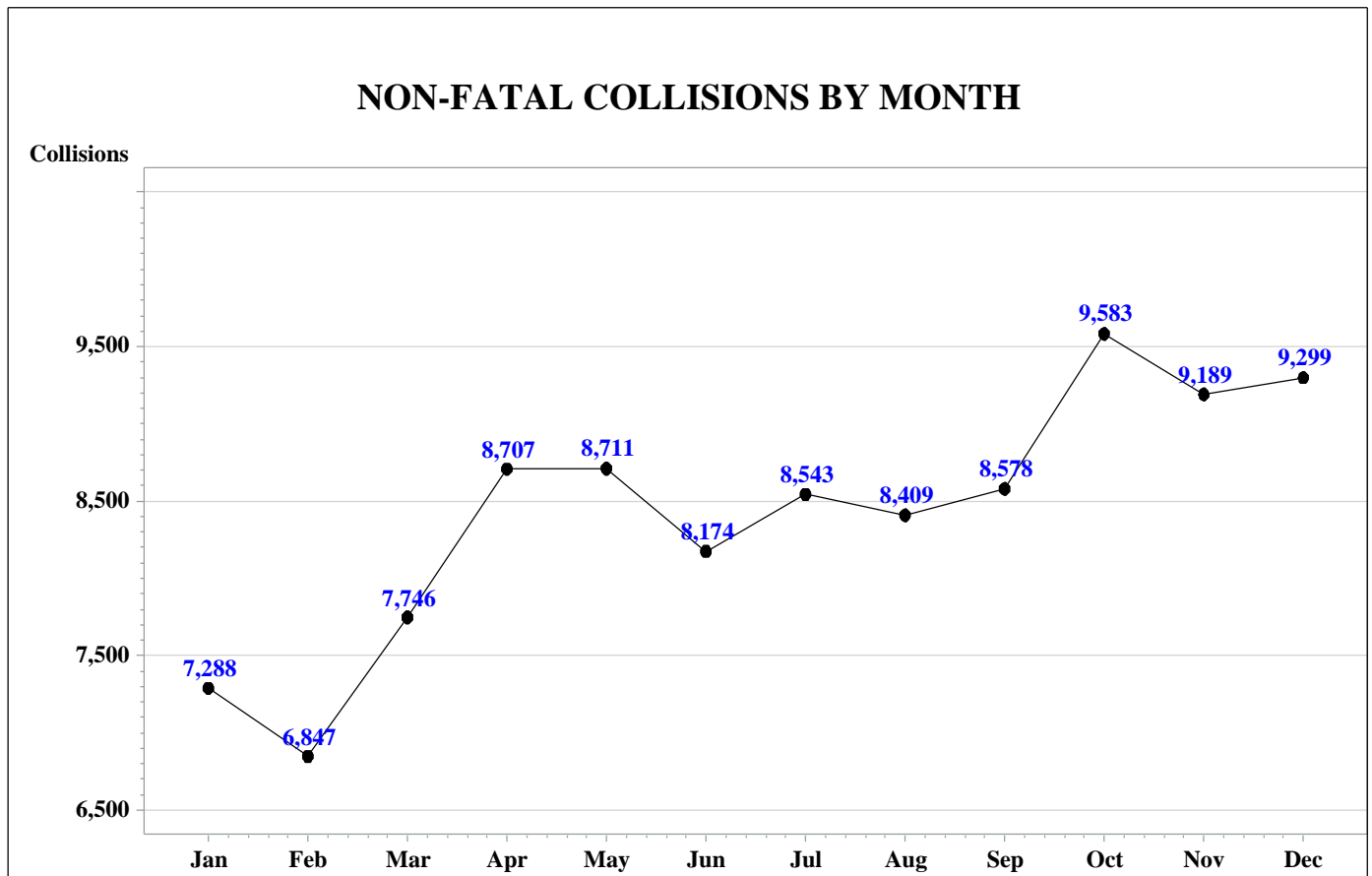
NON-FATAL COLLISIONS BY TIME OF DAY



FATAL COLLISIONS BY TIME OF DAY



NON-FATAL COLLISIONS BY DAY OF WEEK**FATAL COLLISIONS BY DAY OF WEEK**



TRAFFIC COLLISIONS BY TIME OF DAY

| DAY OF WEEK | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed | Persons Injured |
|-------------------|-----------------|------------------|----------------|------------------|----------------|-----------------|
| 12:01am - 3:00am | 111 | 1,787 | 3,314 | 5,212 | 122 | 2,670 |
| 3:01am - 6:00am | 59 | 1,231 | 2,568 | 3,858 | 61 | 1,698 |
| 6:01am - 9:00am | 71 | 3,320 | 9,357 | 12,748 | 74 | 4,814 |
| 9:01am - Noon | 71 | 3,621 | 9,403 | 13,095 | 78 | 5,519 |
| 12:01pm - 3:00pm | 98 | 5,544 | 13,887 | 19,529 | 107 | 8,643 |
| 3:01pm - 6:00pm | 105 | 6,996 | 18,325 | 25,426 | 119 | 11,166 |
| 6:01pm - 9:00pm | 133 | 4,439 | 9,529 | 14,101 | 138 | 6,971 |
| 9:01pm - Midnight | 120 | 2,818 | 4,935 | 7,873 | 129 | 4,576 |
| TOTALS | 768 | 29,756 | 71,318 | 101,842 | 828 | 46,057 |

TRAFFIC COLLISIONS BY DAY OF WEEK

| DAY OF WEEK | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed | Persons Injured |
|---------------|-----------------|------------------|----------------|------------------|----------------|-----------------|
| Sunday | 115 | 3,206 | 6,606 | 9,927 | 123 | 5,211 |
| Monday | 95 | 4,126 | 10,177 | 14,398 | 103 | 6,312 |
| Tuesday | 90 | 4,278 | 10,710 | 15,078 | 97 | 6,546 |
| Wednesday | 94 | 4,270 | 10,817 | 15,181 | 101 | 6,533 |
| Thursday | 104 | 4,251 | 10,865 | 15,220 | 109 | 6,477 |
| Friday | 110 | 5,192 | 12,775 | 18,077 | 120 | 8,007 |
| Saturday | 160 | 4,433 | 9,368 | 13,961 | 175 | 6,971 |
| TOTALS | 768 | 29,756 | 71,318 | 101,842 | 828 | 46,057 |

TRAFFIC COLLISIONS BY MONTH

| MONTH | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed | Persons Injured |
|---------------|-----------------|------------------|----------------|------------------|----------------|-----------------|
| January | 41 | 1,991 | 5,297 | 7,329 | 45 | 3,077 |
| February | 62 | 2,027 | 4,820 | 6,909 | 68 | 3,119 |
| March | 64 | 2,222 | 5,524 | 7,810 | 67 | 3,443 |
| April | 68 | 2,729 | 5,978 | 8,775 | 72 | 4,188 |
| May | 80 | 2,712 | 5,999 | 8,791 | 86 | 4,156 |
| June | 58 | 2,490 | 5,684 | 8,232 | 61 | 3,865 |
| July | 67 | 2,685 | 5,858 | 8,610 | 74 | 4,319 |
| August | 65 | 2,497 | 5,912 | 8,474 | 71 | 3,875 |
| September | 71 | 2,453 | 6,125 | 8,649 | 79 | 3,779 |
| October | 80 | 2,825 | 6,758 | 9,663 | 86 | 4,323 |
| November | 61 | 2,465 | 6,724 | 9,250 | 65 | 3,765 |
| December | 51 | 2,660 | 6,639 | 9,350 | 54 | 4,148 |
| TOTALS | 768 | 29,756 | 71,318 | 101,842 | 828 | 46,057 |

*Property Damage Only

**PERSONS KILLED AND FATAL COLLISIONS
FOR SELECTED HOLIDAY PERIODS 2002 - 2011**

| Holiday | Holiday Year | Time Beginning | Dates | Hours | Actual Day of Holiday | Persons Killed | Fatal Collision |
|----------------|--------------|----------------|---------------------|-------|-----------------------|----------------|-----------------|
| MEMORIAL DAY | 2002 | 6 p.m. | 05/24/02 - 05/27/02 | 78 | Monday | 12 | 10 |
| MEMORIAL DAY | 2003 | 6 p.m. | 05/23/03 - 05/26/03 | 78 | Monday | 15 | 15 |
| MEMORIAL DAY | 2004 | 6 p.m. | 05/28/04 - 05/31/04 | 78 | Monday | 10 | 10 |
| MEMORIAL DAY | 2005 | 6 p.m. | 05/27/05 - 05/30/05 | 78 | Monday | 13 | 13 |
| MEMORIAL DAY | 2006 | 6 p.m. | 05/26/06 - 05/29/06 | 78 | Monday | 11 | 10 |
| MEMORIAL DAY | 2007 | 6 p.m. | 05/25/07 - 05/28/07 | 78 | Monday | 20 | 17 |
| MEMORIAL DAY | 2008 | 6 p.m. | 05/23/08 - 05/26/08 | 78 | Monday | 10 | 7 |
| MEMORIAL DAY | 2009 | 6 p.m. | 05/22/09 - 05/25/09 | 78 | Monday | 6 | 6 |
| MEMORIAL DAY | 2010 | 6 p.m. | 05/28/10 - 05/31/10 | 78 | Monday | 10 | 10 |
| MEMORIAL DAY | 2011 | 6 p.m. | 05/27/11 - 05/30/11 | 78 | Monday | 8 | 7 |
| | | | | | | | |
| FOURTH OF JULY | 2002 | 6 p.m. | 07/03/02 - 07/07/02 | 102 | Thursday | 22 | 20 |
| FOURTH OF JULY | 2003 | 6 p.m. | 07/03/03 - 07/06/03 | 78 | Friday | 8 | 8 |
| FOURTH OF JULY | 2004 | 6 p.m. | 07/02/04 - 07/05/04 | 78 | Sunday | 9 | 7 |
| FOURTH OF JULY | 2005 | 6 p.m. | 07/01/05 - 07/04/05 | 78 | Monday | 17 | 13 |
| FOURTH OF JULY | 2006 | 6 p.m. | 06/30/06 - 07/04/06 | 102 | Tuesday | 17 | 16 |
| FOURTH OF JULY | 2007 | 6 p.m. | 07/03/07 - 07/04/07 | 30 | Wednesday | 4 | 4 |
| FOURTH OF JULY | 2008 | 6 p.m. | 07/03/08 - 07/06/08 | 78 | Friday | 8 | 8 |
| FOURTH OF JULY | 2009 | 6 p.m. | 07/02/09 - 07/05/09 | 78 | Saturday | 12 | 11 |
| FOURTH OF JULY | 2010 | 6 p.m. | 07/02/10 - 07/05/10 | 78 | Sunday | 5 | 5 |
| FOURTH OF JULY | 2011 | 6 p.m. | 07/01/11 - 07/04/11 | 78 | Monday | 9 | 9 |
| | | | | | | | |
| LABOR DAY | 2002 | 6 p.m. | 08/30/02 - 09/02/02 | 78 | Monday | 11 | 10 |
| LABOR DAY | 2003 | 6 p.m. | 08/29/03 - 09/01/03 | 78 | Monday | 8 | 8 |
| LABOR DAY | 2004 | 6 p.m. | 09/03/04 - 09/06/04 | 78 | Monday | 8 | 8 |
| LABOR DAY | 2005 | 6 p.m. | 09/02/05 - 09/05/05 | 78 | Monday | 18 | 15 |
| LABOR DAY | 2006 | 6 p.m. | 09/01/06 - 09/04/06 | 78 | Monday | 15 | 15 |
| LABOR DAY | 2007 | 6 p.m. | 08/31/07 - 09/03/07 | 78 | Monday | 8 | 8 |
| LABOR DAY | 2008 | 6 p.m. | 08/29/08 - 09/01/08 | 78 | Monday | 17 | 14 |
| LABOR DAY | 2009 | 6 p.m. | 09/04/09 - 09/07/09 | 78 | Monday | 9 | 9 |
| LABOR DAY | 2010 | 6 p.m. | 09/03/10 - 09/06/10 | 78 | Monday | 10 | 8 |
| LABOR DAY | 2011 | 6 p.m. | 09/02/11 - 09/05/11 | 78 | Monday | 7 | 6 |
| | | | | | | | |

**PERSONS KILLED AND FATAL COLLISIONS
FOR SELECTED HOLIDAY PERIODS 2002 - 2011**

| Holiday | Holiday Year | Time Beginning | Dates | Hours | Actual Day of Holiday | Persons Killed | Fatal Collision |
|----------------|---------------------|-----------------------|---------------------|--------------|------------------------------|-----------------------|------------------------|
| THANKSGIVING | 2002 | 6 p.m. | 11/27/02 - 12/01/02 | 102 | Thursday | 10 | 9 |
| THANKSGIVING | 2003 | 6 p.m. | 11/26/03 - 11/30/03 | 102 | Thursday | 10 | 10 |
| THANKSGIVING | 2004 | 6 p.m. | 11/24/04 - 11/28/04 | 102 | Thursday | 16 | 15 |
| THANKSGIVING | 2005 | 6 p.m. | 11/23/05 - 11/27/05 | 102 | Thursday | 10 | 10 |
| THANKSGIVING | 2006 | 6 p.m. | 11/22/06 - 11/26/06 | 102 | Thursday | 9 | 9 |
| THANKSGIVING | 2007 | 6 p.m. | 11/21/07 - 11/25/07 | 102 | Thursday | 11 | 10 |
| THANKSGIVING | 2008 | 6 p.m. | 11/26/08 - 11/30/08 | 102 | Thursday | 15 | 14 |
| THANKSGIVING | 2009 | 6 p.m. | 11/25/09 - 11/29/09 | 102 | Thursday | 9 | 9 |
| THANKSGIVING | 2010 | 6 p.m. | 11/24/10 - 11/28/10 | 102 | Thursday | 3 | 3 |
| THANKSGIVING | 2011 | 6 p.m. | 11/23/11 - 11/27/11 | 102 | Thursday | 11 | 11 |
| | | | | | | | |
| CHRISTMAS | 2002 | 6 p.m. | 12/24/02 - 12/25/02 | 30 | Wednesday | 2 | 2 |
| CHRISTMAS | 2003 | 6 p.m. | 12/24/03 - 12/28/03 | 102 | Thursday | 13 | 11 |
| CHRISTMAS | 2004 | 6 p.m. | 12/23/04 - 12/26/04 | 78 | Saturday | 11 | 9 |
| CHRISTMAS | 2005 | 6 p.m. | 12/23/05 - 12/26/05 | 78 | Sunday | 12 | 8 |
| CHRISTMAS | 2006 | 6 p.m. | 12/22/06 - 12/25/06 | 78 | Monday | 5 | 5 |
| CHRISTMAS | 2007 | 6 p.m. | 12/21/07 - 12/25/07 | 102 | Tuesday | 8 | 7 |
| CHRISTMAS | 2008 | 6 p.m. | 12/24/08 - 12/28/08 | 102 | Thursday | 9 | 8 |
| CHRISTMAS | 2009 | 6 p.m. | 12/24/09 - 12/27/09 | 78 | Friday | 6 | 6 |
| CHRISTMAS | 2010 | 6 p.m. | 12/23/10 - 12/26/10 | 78 | Saturday | 13 | 12 |
| CHRISTMAS | 2011 | 6 p.m. | 12/23/11 - 12/26/11 | 78 | Sunday | 7 | 5 |
| | | | | | | | |
| NEW YEARS | 2002 | 6 p.m. | 12/31/02 - 01/01/03 | 30 | Tuesday | 6 | 5 |
| NEW YEARS | 2003 | 6 p.m. | 12/31/03 - 01/04/04 | 102 | Wednesday | 21 | 18 |
| NEW YEARS | 2004 | 6 p.m. | 12/30/04 - 01/02/05 | 78 | Thursday | 13 | 12 |
| NEW YEARS | 2005 | 6 p.m. | 12/30/05 - 01/02/06 | 78 | Saturday | 10 | 8 |
| NEW YEARS | 2006 | 6 p.m. | 12/29/06 - 01/01/07 | 78 | Sunday | 9 | 8 |
| NEW YEARS | 2007 | 6 p.m. | 12/28/07 - 01/01/08 | 102 | Monday | 13 | 10 |
| NEW YEARS | 2008 | 6 p.m. | 12/31/08 - 01/04/09 | 102 | Tuesday | 7 | 6 |
| NEW YEARS | 2009 | 6 p.m. | 12/31/09 - 01/03/10 | 78 | Thursday | 3 | 3 |
| NEW YEARS | 2010 | 6 p.m. | 12/30/10 - 01/02/11 | 78 | Friday | 11 | 10 |
| NEW YEARS | 2011 | 6 p.m. | 12/30/11 - 01/02/12 | 78 | Saturday | 7 | 6 |
| | | | | | | | |

TRAFFIC FATALITY CALENDAR

| January 2011 | | | | | | |
|--------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Sun | Mon | Tues | Wed | Thurs | Fri | Sat |
| | | | | | | 1) 6 |
| 2) 2 | 3) 2 | 4) 2 | 5) 2 | 6) 0 | 7) 3 | 8) 2 |
| 9) 0 | 10) 1 | 11) 0 | 12) 2 | 13) 0 | 14) 0 | 15) 2 |
| 16) 1 | 17) 0 | 18) 0 | 19) 0 | 20) 2 | 21) 2 | 22) 1 |
| 23) 4 | 24) 2 | 25) 1 | 26) 0 | 27) 0 | 28) 2 | 29) 3 |
| 30) 2 | 31) 1 | | | | | |

| February 2011 | | | | | | |
|---------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Sun | Mon | Tues | Wed | Thurs | Fri | Sat |
| | | 1) 1 | 2) 2 | 3) 1 | 4) 2 | 5) 2 |
| 6) 2 | 7) 2 | 8) 5 | 9) 1 | 10) 4 | 11) 2 | 12) 5 |
| 13) 0 | 14) 2 | 15) 4 | 16) 3 | 17) 2 | 18) 2 | 19) 1 |
| 20) 3 | 21) 5 | 22) 0 | 23) 3 | 24) 0 | 25) 2 | 26) 6 |
| 27) 4 | 28) 2 | | | | | |

| March 2011 | | | | | | |
|------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Sun | Mon | Tues | Wed | Thurs | Fri | Sat |
| | | 1) 1 | 2) 1 | 3) 4 | 4) 4 | 5) 2 |
| 6) 4 | 7) 2 | 8) 1 | 9) 3 | 10) 0 | 11) 3 | 12) 2 |
| 13) 4 | 14) 2 | 15) 3 | 16) 0 | 17) 2 | 18) 2 | 19) 4 |
| 20) 3 | 21) 0 | 22) 3 | 23) 2 | 24) 4 | 25) 2 | 26) 2 |
| 27) 2 | 28) 1 | 29) 2 | 30) 1 | 31) 1 | | |

| April 2011 | | | | | | |
|------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Sun | Mon | Tues | Wed | Thurs | Fri | Sat |
| | | | | | 1) 1 | 2) 5 |
| 3) 0 | 4) 2 | 5) 3 | 6) 4 | 7) 2 | 8) 2 | 9) 5 |
| 10) 3 | 11) 2 | 12) 1 | 13) 2 | 14) 1 | 15) 1 | 16) 5 |
| 17) 2 | 18) 0 | 19) 2 | 20) 2 | 21) 2 | 22) 3 | 23) 8 |
| 24) 1 | 25) 0 | 26) 2 | 27) 2 | 28) 5 | 29) 2 | 30) 2 |

| May 2011 | | | | | | |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Sun | Mon | Tues | Wed | Thurs | Fri | Sat |
| 1) 6 | 2) 4 | 3) 1 | 4) 3 | 5) 2 | 6) 5 | 7) 3 |
| 8) 2 | 9) 3 | 10) 3 | 11) 3 | 12) 1 | 13) 3 | 14) 3 |
| 15) 2 | 16) 3 | 17) 2 | 18) 0 | 19) 3 | 20) 4 | 21) 6 |
| 22) 4 | 23) 0 | 24) 4 | 25) 2 | 26) 4 | 27) 2 | 28) 3 |
| 29) 2 | 30) 2 | 31) 1 | | | | |

| June 2011 | | | | | | |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Sun | Mon | Tues | Wed | Thurs | Fri | Sat |
| | | | 1) 1 | 2) 2 | 3) 0 | 4) 2 |
| 5) 1 | 6) 1 | 7) 2 | 8) 1 | 9) 2 | 10) 2 | 11) 3 |
| 12) 5 | 13) 2 | 14) 2 | 15) 0 | 16) 2 | 17) 2 | 18) 0 |
| 19) 3 | 20) 4 | 21) 3 | 22) 4 | 23) 2 | 24) 1 | 25) 4 |
| 26) 2 | 27) 2 | 28) 1 | 29) 1 | 30) 4 | | |

TRAFFIC FATALITY CALENDAR

| July 2011 | | | | | | |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Sun | Mon | Tues | Wed | Thurs | Fri | Sat |
| | | | | | 1) 0 | 2) 1 |
| 3) 5 | 4) 3 | 5) 5 | 6) 2 | 7) 0 | 8) 1 | 9) 3 |
| 10) 0 | 11) 4 | 12) 2 | 13) 3 | 14) 0 | 15) 1 | 16) 4 |
| 17) 2 | 18) 2 | 19) 3 | 20) 1 | 21) 2 | 22) 4 | 23) 4 |
| 24) 3 | 25) 2 | 26) 0 | 27) 0 | 28) 5 | 29) 4 | 30) 6 |
| 31) 2 | | | | | | |

| August 2011 | | | | | | |
|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Sun | Mon | Tues | Wed | Thurs | Fri | Sat |
| | 1) 3 | 2) 4 | 3) 4 | 4) 5 | 5) 5 | 6) 4 |
| 7) 2 | 8) 1 | 9) 1 | 10) 1 | 11) 2 | 12) 2 | 13) 2 |
| 14) 1 | 15) 4 | 16) 0 | 17) 4 | 18) 5 | 19) 1 | 20) 2 |
| 21) 2 | 22) 2 | 23) 0 | 24) 0 | 25) 2 | 26) 0 | 27) 5 |
| 28) 2 | 29) 2 | 30) 1 | 31) 2 | | | |

| September 2011 | | | | | | |
|----------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Sun | Mon | Tues | Wed | Thurs | Fri | Sat |
| | | | | 1) 5 | 2) 6 | 3) 2 |
| 4) 1 | 5) 2 | 6) 3 | 7) 0 | 8) 0 | 9) 6 | 10) 3 |
| 11) 8 | 12) 2 | 13) 6 | 14) 3 | 15) 3 | 16) 0 | 17) 2 |
| 18) 3 | 19) 1 | 20) 2 | 21) 2 | 22) 1 | 23) 3 | 24) 0 |
| 25) 3 | 26) 1 | 27) 2 | 28) 1 | 29) 4 | 30) 4 | |

| October 2011 | | | | | | |
|--------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Sun | Mon | Tues | Wed | Thurs | Fri | Sat |
| | | | | | | 1) 5 |
| 2) 3 | 3) 1 | 4) 1 | 5) 3 | 6) 2 | 7) 3 | 8) 5 |
| 9) 1 | 10) 4 | 11) 6 | 12) 6 | 13) 3 | 14) 0 | 15) 6 |
| 16) 2 | 17) 2 | 18) 0 | 19) 1 | 20) 2 | 21) 5 | 22) 2 |
| 23) 2 | 24) 1 | 25) 2 | 26) 4 | 27) 2 | 28) 4 | 29) 5 |
| 30) 1 | 31) 2 | | | | | |

| November 2011 | | | | | | |
|---------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Sun | Mon | Tues | Wed | Thurs | Fri | Sat |
| | | 1) 1 | 2) 3 | 3) 2 | 4) 3 | 5) 5 |
| 6) 2 | 7) 2 | 8) 1 | 9) 3 | 10) 2 | 11) 1 | 12) 2 |
| 13) 4 | 14) 0 | 15) 0 | 16) 0 | 17) 2 | 18) 2 | 19) 0 |
| 20) 2 | 21) 7 | 22) 2 | 23) 5 | 24) 1 | 25) 4 | 26) 4 |
| 27) 1 | 28) 2 | 29) 1 | 30) 1 | | | |

| December 2011 | | | | | | |
|---------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Sun | Mon | Tues | Wed | Thurs | Fri | Sat |
| | | | | 1) 1 | 2) 2 | 3) 3 |
| 4) 0 | 5) 2 | 6) 1 | 7) 3 | 8) 1 | 9) 3 | 10) 3 |
| 11) 4 | 12) 1 | 13) 1 | 14) 3 | 15) 2 | 16) 1 | 17) 5 |
| 18) 2 | 19) 2 | 20) 1 | 21) 1 | 22) 2 | 23) 1 | 24) 4 |
| 25) 1 | 26) 1 | 27) 1 | 28) 0 | 29) 1 | 30) 0 | 31) 1 |

C. LOCATION

No area of South Carolina was immune from traffic collisions in 2011. Every county experienced the tragedy of at least one fatal traffic collision during the year. Five of the state's 46 counties had at least 40 traffic fatalities during 2011 (see page 81 for collisions by county). A variety of factors influence where traffic collisions, injuries and fatalities occur including the volume of traffic on a particular highway, weather variations and travel patterns. Statistics are presented on the following pages, which indicate observable differences in the occurrence of traffic collisions with relation to various location categories. Some important observations in the data are as follows.

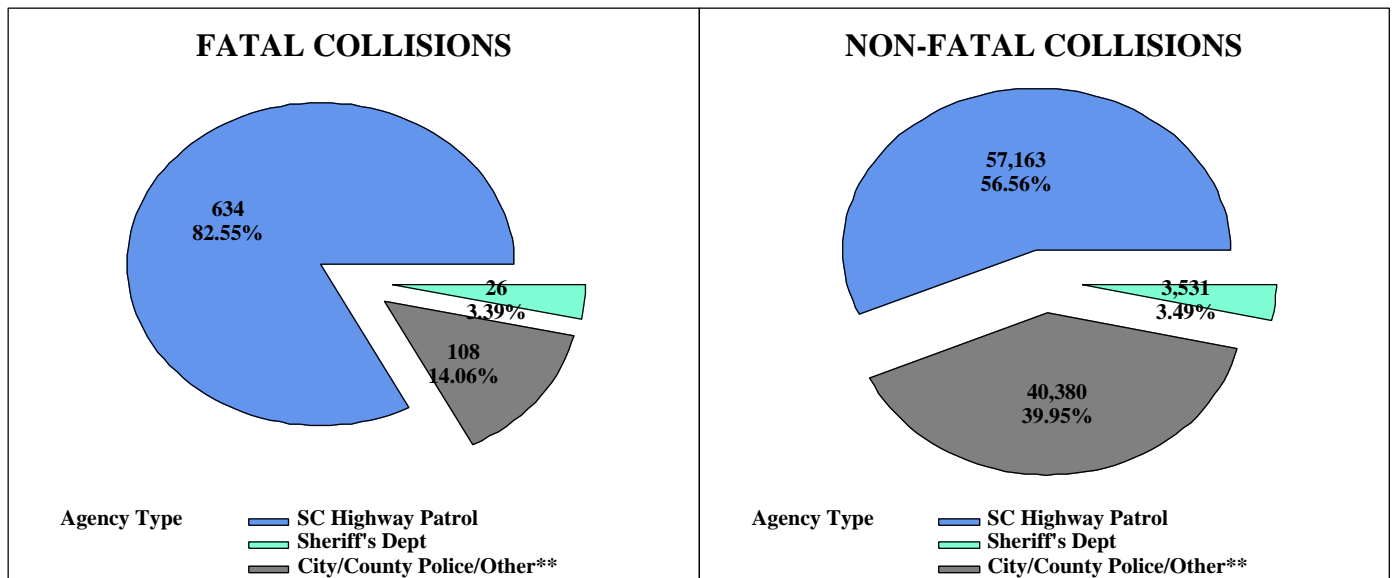
- ◆ In 2011, Greenville County had the most total traffic collisions (12,053) and the most property damage only collisions (9,197); Charleston County had the most injury collisions (2,989) and non-fatal injuries (4,301). Greenville County had the most fatal collisions (53) and also had the most fatalities (54).
- ◆ A total of 57,797 collisions were investigated by the South Carolina Highway Patrol. This represents 56.8% of all traffic collisions in South Carolina for 2011. The Highway Patrol investigated an even greater proportion of the fatal crashes 82.6%.
- ◆ In 2011, Secondary and US Primary routes had the most traffic collisions. Respectively, they had 32.7% and 26.1% of the reported total. SC Primary routes were next, accounting for 22.4% of the total collisions.
- ◆ The Secondary routes accounted for the largest percentage (33.9%) of fatal collisions. The 260 fatal collisions that occurred on Secondary routes represent almost two and a half times the number of fatal collisions (107) reported on South Carolina's Interstates.
- ◆ A total of 10,249 collisions occurred on the interstates. This was about 10% of the total reported traffic collisions for the year.

COLLISIONS INVESTIGATED BY AGENCY TYPE

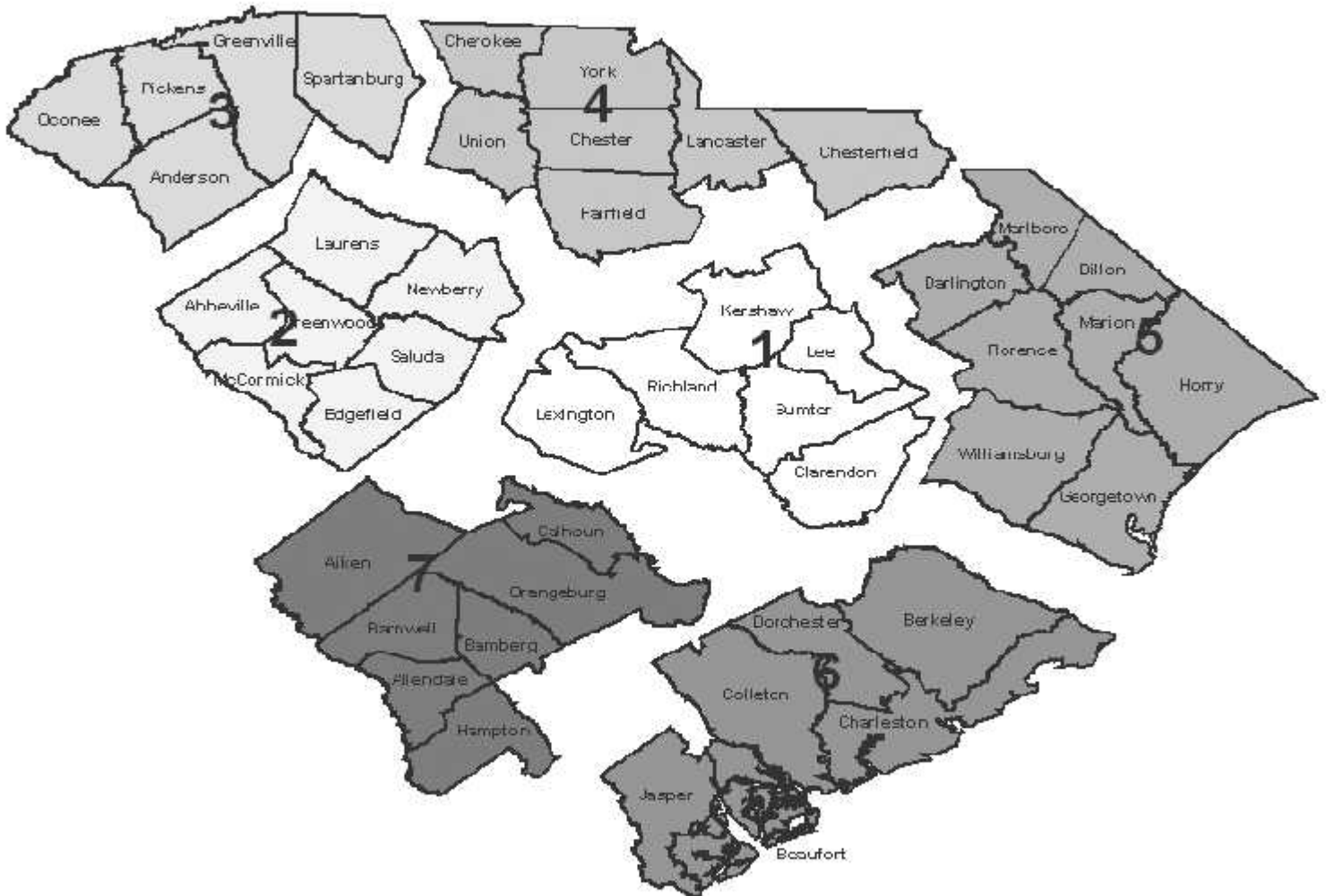
| Agency Type | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed | Persons Injured |
|-------------------------------|-----------------|------------------|----------------|------------------|----------------|-----------------|
| South Carolina Highway Patrol | 634 | 17,527 | 39,636 | 57,797 | 690 | 27,099 |
| Sheriff's Department | 26 | 1,082 | 2,449 | 3,557 | 27 | 1,653 |
| City/County Police/Other** | 108 | 11,147 | 29,233 | 40,488 | 111 | 17,305 |
| TOTALS | 768 | 29,756 | 71,318 | 101,842 | 828 | 46,057 |

*Property Damage Only

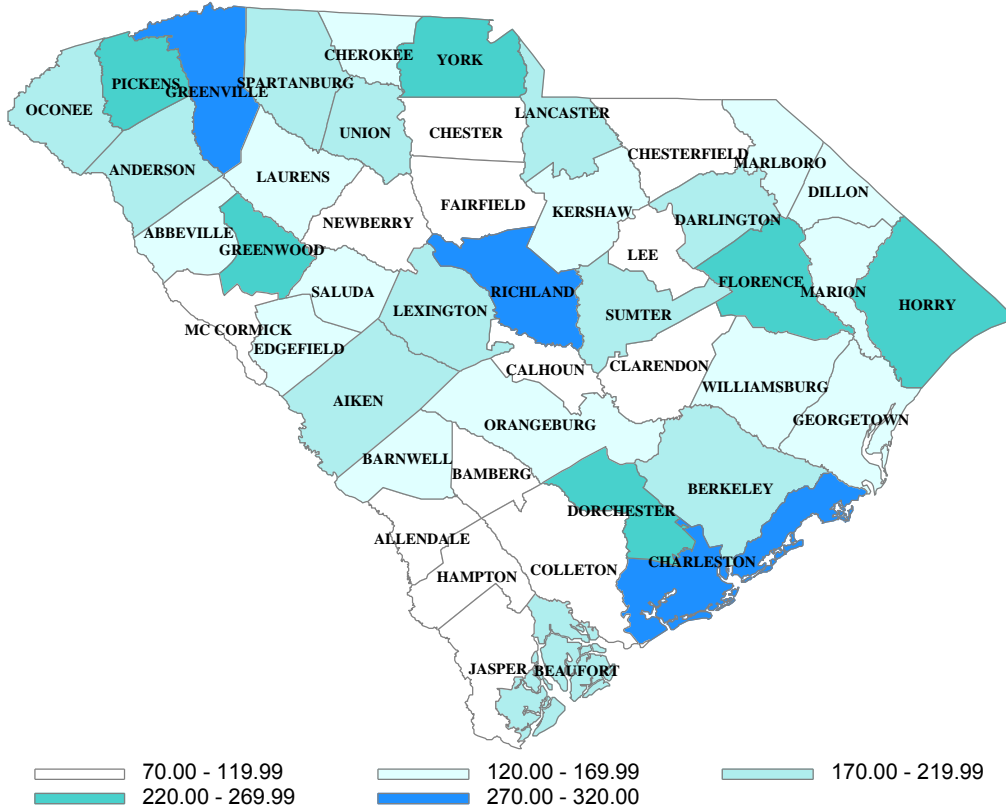
**Includes Federal or Military Police, Public Utility/Service Commissions, Other Police Agencies, Non-Law Enforcement Agencies and Agencies Not Stated



HIGHWAY PATROL TROOPS

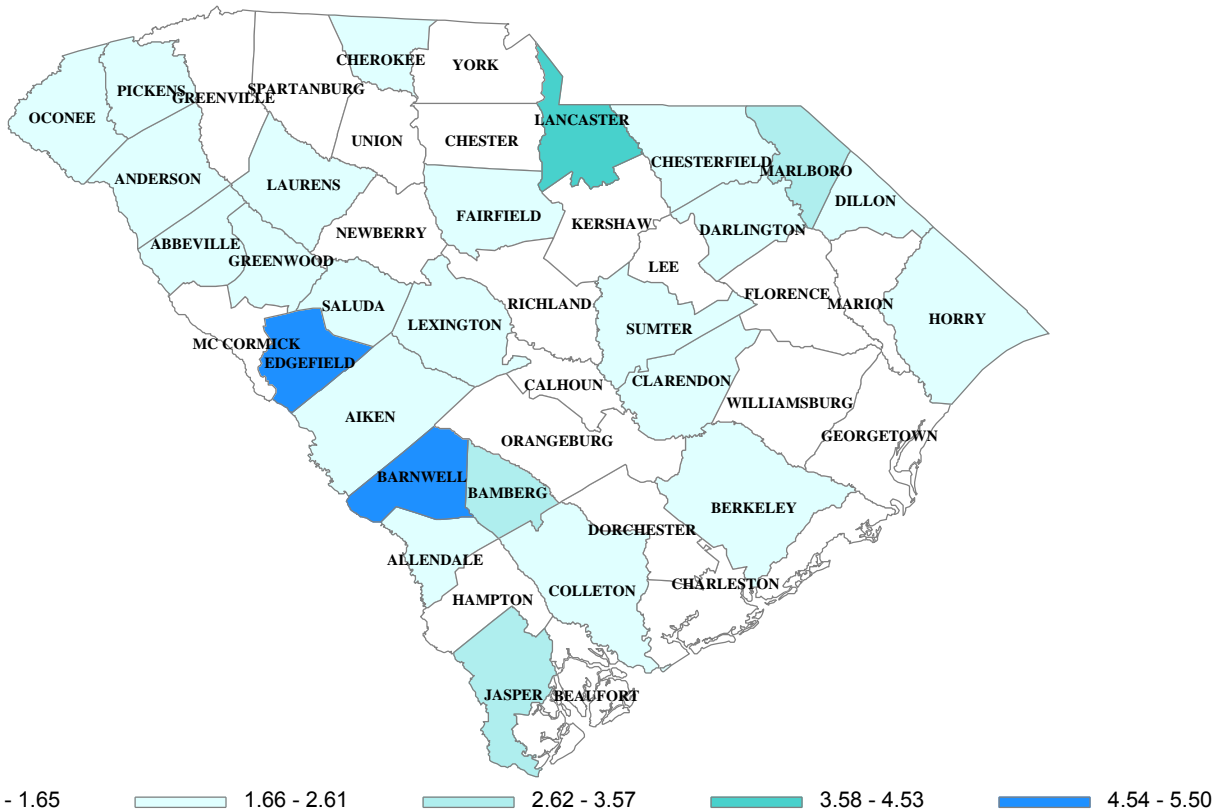


2011 South Carolina Traffic Collisions per 100,000,000 VMT*



*VMT: Vehicle Miles Traveled

2011 South Carolina Traffic Fatalities per 100,000,000 VMT*



*VMT: Vehicle Miles Traveled

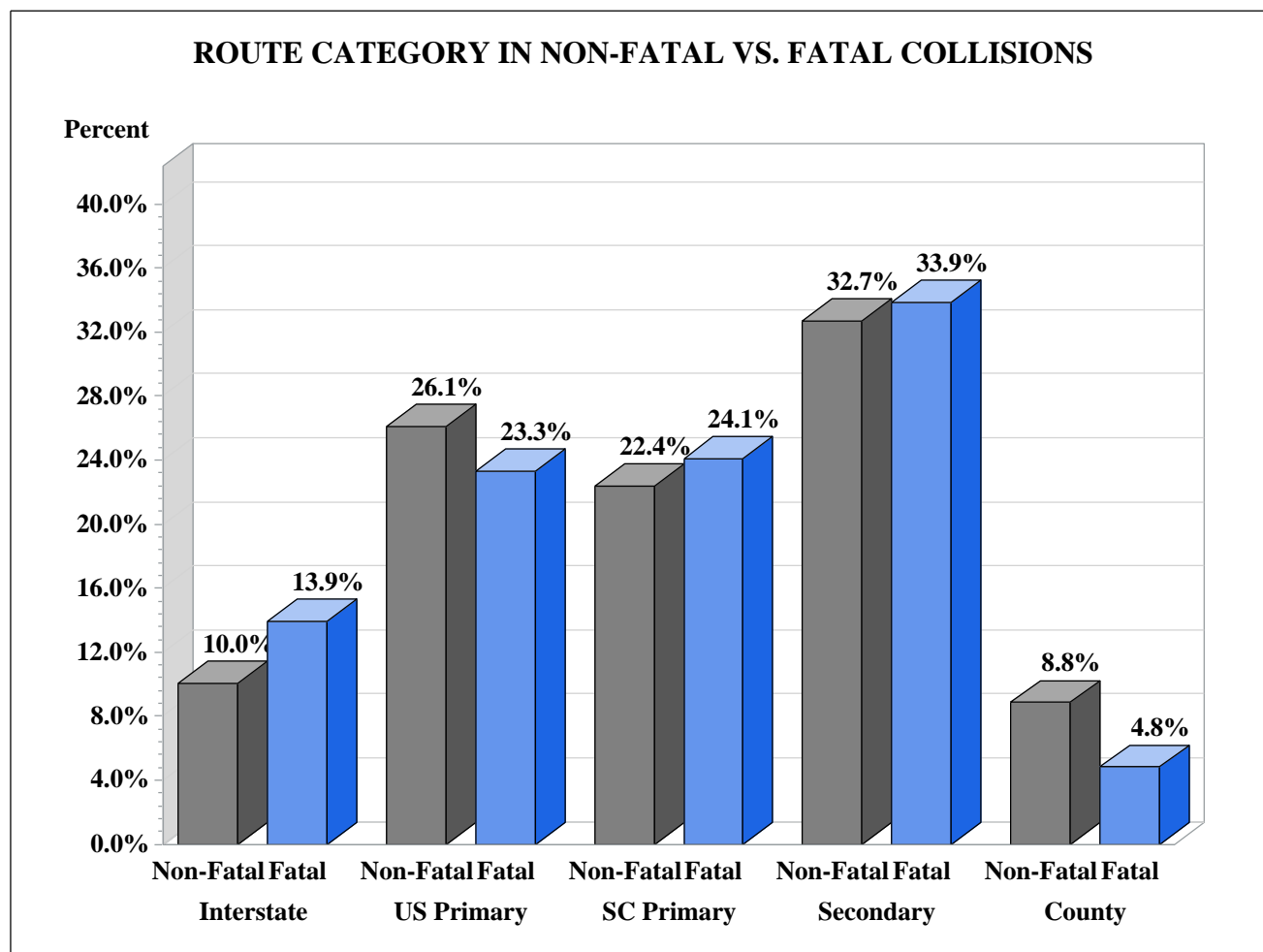
COLLISIONS BY ROUTE CATEGORY

| Route Category | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed | Persons Injured |
|----------------|-----------------|------------------|----------------|------------------|----------------|-----------------|
| Interstate | 107 | 2,343 | 7,799 | 10,249 | 118 | 3,528 |
| US Primary | 179 | 8,000 | 18,374 | 26,553 | 196 | 12,986 |
| SC Primary | 185 | 7,055 | 15,537 | 22,777 | 195 | 10,993 |
| Secondary | 260 | 10,155 | 22,867 | 33,282 | 282 | 15,535 |
| County | 37 | 2,203 | 6,741 | 8,981 | 37 | 3,015 |
| TOTALS | 768 | 29,756 | 71,318 | 101,842 | 828 | 46,057 |

*Property Damage Only

There were 33,282 traffic collisions reported on Secondary routes during 2011. This was the most for all the route category classifications and accounted for 32.7% of all reported collisions. US Primary routes were second, accounting for 26,553 of the reported collision total. The fewest reported collisions were County routes; a total of 8,981 were reported for these routes.

Secondary routes had the most fatal collisions by a wide margin. The 260 fatal collisions occurring on the Secondary route system accounted for 33.9% of the 768 fatal collisions reported in 2011. On the SC Primary and US Primary routes there were 185 and 179 (respectively) fatal collisions reported for the year. The fewest number of fatal collisions occurred on the County routes with 37 (4.8%).



TRAFFIC COLLISIONS ON INTERSTATES

| Interstate | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed | Persons Injured |
|---------------|-----------------|------------------|----------------|------------------|----------------|-----------------|
| I-20 | 7 | 372 | 1,175 | 1,554 | 7 | 590 |
| I-26 | 31 | 767 | 2,515 | 3,313 | 31 | 1,119 |
| I-77 | 11 | 252 | 817 | 1,080 | 11 | 381 |
| I-85 | 20 | 371 | 1,406 | 1,797 | 24 | 528 |
| I-95 | 33 | 287 | 963 | 1,283 | 39 | 517 |
| I-126 | 0 | 18 | 52 | 70 | 0 | 21 |
| I-185 | 0 | 7 | 39 | 46 | 0 | 8 |
| I-385 | 2 | 130 | 451 | 583 | 2 | 180 |
| I-520 | 1 | 4 | 16 | 21 | 2 | 5 |
| I-526 | 2 | 130 | 347 | 479 | 2 | 173 |
| I-585 | 0 | 5 | 18 | 23 | 0 | 6 |
| TOTALS | 107 | 2,343 | 7,799 | 10,249 | 118 | 3,528 |

INTERSTATE COLLISIONS BY DAY OF WEEK

| Day of Week | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed | Persons Injured |
|---------------|-----------------|------------------|----------------|------------------|----------------|-----------------|
| Sunday | 13 | 307 | 862 | 1,182 | 15 | 523 |
| Monday | 19 | 323 | 1,104 | 1,446 | 20 | 458 |
| Tuesday | 16 | 332 | 1,121 | 1,469 | 17 | 458 |
| Wednesday | 13 | 292 | 1,105 | 1,410 | 16 | 406 |
| Thursday | 14 | 310 | 1,097 | 1,421 | 15 | 468 |
| Friday | 15 | 413 | 1,455 | 1,883 | 15 | 647 |
| Saturday | 17 | 366 | 1,055 | 1,438 | 20 | 568 |
| TOTALS | 107 | 2,343 | 7,799 | 10,249 | 118 | 3,528 |

INTERSTATE COLLISIONS BY MONTH

| Month | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed | Persons Injured |
|---------------|-----------------|------------------|----------------|------------------|----------------|-----------------|
| January | 4 | 166 | 533 | 703 | 5 | 218 |
| February | 7 | 138 | 464 | 609 | 9 | 186 |
| March | 10 | 166 | 607 | 783 | 10 | 253 |
| April | 7 | 215 | 610 | 832 | 7 | 311 |
| May | 9 | 211 | 626 | 846 | 10 | 302 |
| June | 7 | 176 | 607 | 790 | 7 | 291 |
| July | 16 | 266 | 753 | 1,035 | 19 | 456 |
| August | 9 | 197 | 625 | 831 | 10 | 312 |
| September | 12 | 206 | 709 | 927 | 13 | 296 |
| October | 10 | 221 | 750 | 981 | 11 | 330 |
| November | 10 | 176 | 778 | 964 | 11 | 263 |
| December | 6 | 205 | 737 | 948 | 6 | 310 |
| TOTALS | 107 | 2,343 | 7,799 | 10,249 | 118 | 3,528 |

*Property Damage Only

TRAFFIC COLLISIONS BY FIRST HARMFUL EVENT LOCATION

| First Harmful Event Location | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed | Persons Injured |
|------------------------------|-----------------|------------------|----------------|------------------|----------------|-----------------|
| Gore | 0 | 29 | 63 | 92 | 0 | 38 |
| Island | 0 | 30 | 93 | 123 | 0 | 48 |
| Median | 32 | 648 | 1,879 | 2,559 | 36 | 915 |
| Roadside | 138 | 3,193 | 5,145 | 8,476 | 149 | 4,276 |
| Roadway | 421 | 21,967 | 57,926 | 80,314 | 457 | 35,564 |
| Shoulder | 72 | 1,552 | 2,527 | 4,151 | 78 | 2,099 |
| Sidewalk | 2 | 77 | 102 | 181 | 2 | 94 |
| Outside Trafficway | 103 | 2,039 | 3,045 | 5,187 | 106 | 2,694 |
| Unknown | 0 | 221 | 538 | 759 | 0 | 329 |
| TOTALS | 768 | 29,756 | 71,318 | 101,842 | 828 | 46,057 |

TRAFFIC COLLISIONS BY JUNCTION TYPE

| Junction Type | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed | Persons Injured |
|---------------------------|-----------------|------------------|----------------|------------------|----------------|-----------------|
| Cross-Over | 9 | 622 | 1,410 | 2,041 | 10 | 975 |
| Driveway | 58 | 2,319 | 6,053 | 8,430 | 59 | 3,720 |
| Five/More Points | 0 | 116 | 235 | 351 | 0 | 176 |
| Four-Way Intersection | 71 | 5,652 | 11,621 | 17,344 | 76 | 9,488 |
| Railway Grade Crossing | 3 | 49 | 93 | 145 | 4 | 84 |
| Shared Use Paths Or Trail | 0 | 54 | 144 | 198 | 0 | 77 |
| T-Intersection | 61 | 4,057 | 9,142 | 13,260 | 67 | 6,700 |
| Traffic Circle | 1 | 53 | 210 | 264 | 1 | 72 |
| Y-Intersection | 8 | 564 | 1,445 | 2,017 | 10 | 844 |
| Non-Junction | 556 | 16,131 | 40,607 | 57,294 | 600 | 23,705 |
| Unknown | 1 | 139 | 358 | 498 | 1 | 216 |
| TOTALS | 768 | 29,756 | 71,318 | 101,842 | 828 | 46,057 |

*Property Damage Only

D. ENVIRONMENT

The environment in which motorists operate their vehicles can contribute to the occurrence of traffic crashes. Environment is defined herein as the combination of external or extrinsic physical conditions that affect and influence the operation of a motor vehicle. These include road surface, weather, light conditions, traffic control, road character, trafficway, junction type, and work zone type for each driver.

One or more of the environmental factors can be the primary factor of a collision or may be a contributing factor in a given crash. Weather, light, and surface conditions are substantially beyond the control of engineering or law enforcement efforts. Changes in traffic controls, road character, trafficway, junction type, and work zone type factors can all be effected by traffic engineering efforts.

As reflected in the statistics on the next two pages, most collisions occur under favorable environmental conditions: dry roadway (84.2%); clear weather (81.0%); daylight (70.8%); no traffic control device (61.7%); and straight-level road (79.0%).

The percentages of fatal collisions occurring under the most favorable environmental conditions are as follows: dry roadway (89.3%); clear weather (84.9%); daylight (45.7%); no traffic control (77.9%); and straight-level roadway (61.6%).

Environmental factors were the primary contributing factor in only 3.9% of all collisions in 2011. The environment may have been a contributing factor to collisions where it was not the primary contributing factor. Efforts to improve those environmental factors which can be controlled (especially traffic control and road character) should help to reduce the frequency of traffic crashes in South Carolina.

ROAD SURFACE CONDITIONS

| Road Surface | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|------------------|----------------|-----------------|
| Dry | 686 | 25,547 | 59,564 | 85,797 | 739 | 39,717 |
| Wet | 74 | 3,812 | 10,511 | 14,397 | 79 | 5,779 |
| Snow | 1 | 38 | 175 | 214 | 1 | 50 |
| Slush | 0 | 18 | 75 | 93 | 0 | 28 |
| Ice | 1 | 220 | 721 | 942 | 1 | 307 |
| Contaminant (Sand, mud, Dirt, oil, Etc.) | 0 | 3 | 5 | 8 | 0 | 3 |
| Water(Standing) | 0 | 54 | 117 | 171 | 0 | 82 |
| Other | 0 | 42 | 53 | 95 | 0 | 59 |
| Unknown | 6 | 22 | 97 | 125 | 8 | 32 |
| TOTALS | 768 | 29,756 | 71,318 | 101,842 | 828 | 46,057 |

WEATHER CONDITIONS

| Weather | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed | Persons Injured |
|----------------------------------|-----------------|------------------|----------------|------------------|----------------|-----------------|
| Clear, No Adverse Conditions | 652 | 24,515 | 57,262 | 82,429 | 701 | 38,051 |
| Rain | 46 | 2,843 | 8,178 | 11,067 | 48 | 4,324 |
| Cloudy | 52 | 2,072 | 4,964 | 7,088 | 59 | 3,204 |
| Sleet Or Hail | 0 | 39 | 87 | 126 | 0 | 53 |
| Snow | 0 | 68 | 248 | 316 | 0 | 102 |
| Fog,Smog,Smoke | 12 | 169 | 373 | 554 | 12 | 254 |
| Blowing Sand, Soil, Dirt Or Snow | 0 | 6 | 15 | 21 | 0 | 8 |
| Severe Cross Winds, High Wind | 0 | 5 | 20 | 25 | 0 | 5 |
| Unknown | 6 | 39 | 171 | 216 | 8 | 56 |
| TOTALS | 768 | 29,756 | 71,318 | 101,842 | 828 | 46,057 |

LIGHT CONDITIONS

| Light | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed | Persons Injured |
|-----------------------------|-----------------|------------------|----------------|------------------|----------------|-----------------|
| Daylight | 351 | 20,001 | 51,791 | 72,143 | 383 | 31,115 |
| Dawn | 21 | 478 | 1,087 | 1,586 | 22 | 672 |
| Dusk | 16 | 717 | 1,578 | 2,311 | 16 | 1,155 |
| Dark (Lighting Unspecified) | 44 | 1,216 | 2,580 | 3,840 | 45 | 1,845 |
| Dark (Street Lamp Lit) | 63 | 2,699 | 5,641 | 8,403 | 63 | 4,222 |
| Dark (Street Lamp Not Lit) | 21 | 359 | 718 | 1,098 | 21 | 550 |
| Dark (No Lights) | 252 | 4,286 | 7,923 | 12,461 | 278 | 6,498 |
| TOTALS | 768 | 29,756 | 71,318 | 101,842 | 828 | 46,057 |

*Property Damage Only

COLLISIONS BY TRAFFIC CONTROL TYPE

| Traffic Control | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed | Persons Injured |
|--------------------------------|-----------------|------------------|----------------|------------------|----------------|-----------------|
| Stop And Go Light | 39 | 5,082 | 12,308 | 17,429 | 39 | 8,213 |
| Flashing Traffic Signal | 0 | 106 | 186 | 292 | 0 | 157 |
| RR (X-Bucks, Lights And Gates) | 2 | 137 | 287 | 426 | 2 | 259 |
| RR (X-Bucks And Lights) | 1 | 8 | 14 | 23 | 1 | 9 |
| RR (X-Bucks Only) | 1 | 11 | 25 | 37 | 2 | 14 |
| Officer Or Flagman | 0 | 55 | 95 | 150 | 0 | 82 |
| Oncoming Emergency Vehicle | 0 | 9 | 30 | 39 | 0 | 12 |
| Pavement Markings(Only) | 42 | 2,027 | 4,743 | 6,812 | 47 | 2,952 |
| Stop Sign | 63 | 3,628 | 7,542 | 11,233 | 73 | 6,336 |
| School Zone Sign | 1 | 11 | 38 | 50 | 1 | 18 |
| Yield Sign | 3 | 255 | 984 | 1,242 | 3 | 419 |
| Work Zone | 4 | 81 | 229 | 314 | 4 | 138 |
| Other Warning Signs | 12 | 194 | 341 | 547 | 15 | 284 |
| Flashing Beacon | 0 | 17 | 35 | 52 | 0 | 24 |
| None | 598 | 18,053 | 44,205 | 62,856 | 639 | 27,020 |
| Unknown | 2 | 82 | 256 | 340 | 2 | 120 |
| TOTALS | 768 | 29,756 | 71,318 | 101,842 | 828 | 46,057 |

TRAFFIC COLLISIONS BY TRAFFICWAY

| Trafficway | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed | Persons Injured |
|--------------------------------------|-----------------|------------------|----------------|------------------|----------------|-----------------|
| Two-Way, Not Divided | 480 | 17,379 | 37,335 | 55,194 | 518 | 26,829 |
| Two-Way, Divided, Unprotected Median | 184 | 8,888 | 23,031 | 32,103 | 198 | 14,100 |
| Two-Way, Divided, Barrier | 94 | 2,627 | 8,147 | 10,868 | 100 | 3,932 |
| One-Way | 7 | 592 | 2,123 | 2,722 | 9 | 802 |
| Other | 3 | 270 | 682 | 955 | 3 | 394 |
| TOTALS | 768 | 29,756 | 71,318 | 101,842 | 828 | 46,057 |

TRAFFIC COLLISIONS BY ROAD CHARACTER

| Road Character | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed | Persons Injured |
|--------------------|-----------------|------------------|----------------|------------------|----------------|-----------------|
| Straight-Level | 473 | 22,861 | 57,056 | 80,390 | 514 | 35,846 |
| Straight-On Grade | 100 | 3,195 | 8,006 | 11,301 | 106 | 4,893 |
| Straight-Hillcrest | 15 | 521 | 1,153 | 1,689 | 16 | 832 |
| Curve-Level | 104 | 2,000 | 3,175 | 5,279 | 112 | 2,809 |
| Curve-On Grade | 62 | 1,069 | 1,756 | 2,887 | 66 | 1,511 |
| Curve-Hillcrest | 14 | 110 | 172 | 296 | 14 | 166 |
| TOTALS | 768 | 29,756 | 71,318 | 101,842 | 828 | 46,057 |

*Property Damage Only

TRAFFIC COLLISIONS BY WORK ZONE TYPE

| Work Zone Type | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed | Persons Injured |
|--------------------------|-----------------|------------------|----------------|------------------|----------------|-----------------|
| Shoulder/Median Work | 4 | 139 | 404 | 547 | 4 | 214 |
| Lane Shift/Cross-Over | 0 | 22 | 74 | 96 | 0 | 29 |
| Intermittent/Moving Work | 2 | 30 | 88 | 120 | 2 | 50 |
| Lane Closure | 3 | 77 | 197 | 277 | 3 | 128 |
| Other | 2 | 44 | 75 | 121 | 2 | 72 |
| Unknown | 0 | 12 | 35 | 47 | 0 | 17 |
| TOTALS | 11 | 324 | 873 | 1,208 | 11 | 510 |

TRAFFIC COLLISIONS BY WORK ZONE LOCATION

| Work Zone Location | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed | Persons Injured |
|-----------------------|-----------------|------------------|----------------|------------------|----------------|-----------------|
| Before First Signal | 1 | 7 | 18 | 26 | 1 | 12 |
| Advanced Warning Area | 1 | 47 | 120 | 168 | 1 | 80 |
| Transition Area | 2 | 36 | 117 | 155 | 2 | 59 |
| Activity Area | 7 | 222 | 586 | 815 | 7 | 341 |
| Termination Area | 0 | 12 | 32 | 44 | 0 | 18 |
| TOTALS | 11 | 324 | 873 | 1,208 | 11 | 510 |

TRAFFIC COLLISIONS IN WORK ZONE

| Workers Present | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed | Persons Injured |
|-----------------|-----------------|------------------|----------------|------------------|----------------|-----------------|
| Yes | 1 | 141 | 374 | 516 | 1 | 211 |
| No | 10 | 178 | 478 | 666 | 10 | 293 |
| Unknown | 0 | 5 | 21 | 26 | 0 | 6 |
| TOTALS | 11 | 324 | 873 | 1,208 | 11 | 510 |

TRAFFIC COLLISIONS BY CROSSWALK

| Crosswalk | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed | Persons Injured |
|---------------|-----------------|------------------|----------------|------------------|----------------|-----------------|
| Yes | 10 | 702 | 1,260 | 1,972 | 10 | 1,075 |
| No | 741 | 28,114 | 67,611 | 96,466 | 799 | 43,541 |
| Unknown | 17 | 940 | 2,447 | 3,404 | 19 | 1,441 |
| TOTALS | 768 | 29,756 | 71,318 | 101,842 | 828 | 46,057 |

*Property Damage Only

E. UNITS

The consequences of traffic collisions are affected by the types of 'units' that are involved. A collision between a relatively large unit, such as a truck or train, and a smaller unit, such as a motorcycle, transmits a substantially greater force to the smaller vehicle, and hence to its occupants or riders, than a collision between two vehicles of comparable size. This irrefutable law of physics probably accounts for the over representation of certain 'unit types' in traffic collisions. Some of the key findings in the 2011 data are as follows:

- ◆ The most common unit involved in traffic crashes in 2011 was the automobile. Out of 188,087 units involved in traffic collisions during the year, 99,587 were automobiles. This represents 52.9% of the total units.
- ◆ For fatal collisions, a much smaller percentage of units involved were automobiles. Of the 1,256 units involved in fatal collisions, 452 or 36.0% were automobiles.
- ◆ There were 113 pedestrians killed in 2011. This represents 13.0% of all pedestrians involved in traffic crashes during the year.
- ◆ There were 3 fatal crashes involving railway trains resulting in 4 fatalities.
- ◆ There were 102 fatal crashes involving motorcycles resulting in 104 fatalities.
- ◆ A total of 62 fatal crashes involving truck tractors resulted in 73 deaths in 2011.

MOTOR VEHICLE REGISTRATIONS BY COUNTY*

| County | 2010 Registrations | Percent | 2011 Registrations | Percent |
|---------------------|---------------------------|----------------|---------------------------|----------------|
| Abbeville | 23,955 | 0.6% | 24,035 | 0.6% |
| Aiken | 144,165 | 3.6% | 145,327 | 3.6% |
| Allendale | 6,798 | 0.2% | 6,787 | 0.2% |
| Anderson | 165,420 | 4.2% | 166,852 | 4.2% |
| Bamberg | 12,295 | 0.3% | 12,036 | 0.3% |
| Barnwell | 19,698 | 0.5% | 19,517 | 0.5% |
| Beaufort | 132,395 | 3.4% | 135,010 | 3.4% |
| Berkeley | 147,486 | 3.7% | 151,244 | 3.8% |
| Calhoun | 17,241 | 0.4% | 17,260 | 0.4% |
| Charleston | 283,784 | 7.2% | 289,339 | 7.2% |
| Cherokee | 49,460 | 1.3% | 49,482 | 1.2% |
| Chester | 30,083 | 0.8% | 30,280 | 0.8% |
| Chesterfield | 40,573 | 1.0% | 40,792 | 1.0% |
| Clarendon | 27,771 | 0.7% | 27,740 | 0.7% |
| Colleton | 34,983 | 0.9% | 34,709 | 0.9% |
| Darlington | 56,500 | 1.4% | 56,120 | 1.4% |
| Dillon | 24,037 | 0.6% | 23,964 | 0.6% |
| Dorchester | 109,971 | 2.8% | 112,178 | 2.8% |
| Edgefield | 22,995 | 0.6% | 23,073 | 0.6% |
| Fairfield | 21,643 | 0.5% | 21,818 | 0.5% |
| Florence | 110,851 | 2.8% | 111,553 | 2.8% |
| Georgetown | 55,798 | 1.4% | 56,057 | 1.4% |
| Greenville | 381,232 | 9.7% | 387,799 | 9.7% |
| Greenwood | 59,071 | 1.5% | 59,137 | 1.5% |
| Hampton | 16,338 | 0.4% | 16,242 | 0.4% |
| Horry | 237,226 | 6.0% | 243,884 | 6.1% |
| Jasper | 21,747 | 0.6% | 22,070 | 0.6% |
| Kershaw | 58,185 | 1.5% | 58,638 | 1.5% |
| Lancaster | 66,944 | 1.7% | 68,008 | 1.7% |
| Laurens | 59,712 | 1.5% | 60,013 | 1.5% |
| Lee | 15,169 | 0.4% | 15,012 | 0.4% |
| Lexington | 241,104 | 6.1% | 244,508 | 6.1% |
| McCormick | 9,560 | 0.2% | 9,498 | 0.2% |
| Marion | 25,837 | 0.7% | 25,601 | 0.6% |
| Marlboro | 20,691 | 0.5% | 20,583 | 0.5% |
| Newberry | 35,473 | 0.9% | 35,901 | 0.9% |
| Oconee | 72,956 | 1.8% | 73,115 | 1.8% |
| Orangeburg | 73,577 | 1.9% | 73,359 | 1.8% |
| Pickens | 99,296 | 2.5% | 99,787 | 2.5% |
| Richland | 303,948 | 7.7% | 306,805 | 7.7% |
| Saluda | 19,102 | 0.5% | 19,123 | 0.5% |
| Spartanburg | 244,360 | 6.2% | 247,085 | 6.2% |
| Sumter | 86,714 | 2.2% | 87,762 | 2.2% |
| Union | 25,591 | 0.6% | 25,382 | 0.6% |
| Williamsburg | 29,302 | 0.7% | 29,121 | 0.7% |
| York | 197,834 | 5.0% | 202,716 | 5.1% |
| Undetermined | 11,627 | 0.3% | 12,626 | 0.3% |
| STATE TOTALS | 3,950,498 | 100% | 3,998,948 | 100% |

*Source: South Carolina Department of Motor Vehicles

UNIT TYPES INVOLVED IN TRAFFIC COLLISIONS

| Unit Type | Involved In | | | Total Units |
|--------------------------|-----------------|------------------|----------------|----------------|
| | Fatal Collision | Injury Collision | PDO* Collision | |
| Automobile | 452 | 28,129 | 71,006 | 99,587 |
| Pickup Truck | 192 | 8,258 | 21,718 | 30,168 |
| Truck Tractor | 64 | 708 | 2,221 | 2,993 |
| Other Truck | 19 | 391 | 1,361 | 1,771 |
| Full Size Van | 14 | 661 | 1,713 | 2,388 |
| Mini Van | 42 | 2,203 | 5,530 | 7,775 |
| SUV | 190 | 9,899 | 26,505 | 36,594 |
| Motorcycle | 104 | 1,656 | 442 | 2,202 |
| Other Motorbike | 23 | 609 | 95 | 727 |
| Pedalcycle | 16 | 404 | 30 | 450 |
| Animal Drawn Vehicle | 0 | 3 | 9 | 12 |
| Animal - Ridden | 0 | 2 | 1 | 3 |
| Pedestrian | 122 | 721 | 26 | 869 |
| Train | 3 | 9 | 16 | 28 |
| School Bus | 0 | 85 | 215 | 300 |
| Passenger Bus | 1 | 51 | 178 | 230 |
| Other | 4 | 250 | 428 | 682 |
| Unknown (Hit & Run Only) | 10 | 289 | 1,009 | 1,308 |
| TOTALS | 1,256 | 54,328 | 132,503 | 188,087 |

A motor vehicle traffic collision is defined as one in which: (1) the unstable situation originates on a trafficway or (2) a harmful event occurs on a trafficway. Using the above definition, each of the unit types listed above was involved in a collision which involved at least one motor vehicle. Units considered as motor vehicles are Automobile, Pickup Truck, Truck Tractor, Other Truck, Full Size Van, Minivan, SUV, Motorcycle, School Bus, Passenger Bus, and Unknown (Hit and Run Only). Units in the Other category may or may not be a motor vehicle, depending on the means by which they were propelled. For units not considered motor vehicles, the collision included at least one other unit which was a motor vehicle.

VEHICLE USE IN TRAFFIC COLLISIONS

| Vehicle Use | Involved In | | | Total Units |
|--------------------------|-----------------|------------------|----------------|----------------|
| | Fatal Collision | Injury Collision | PDO* Collision | |
| Personal | 997 | 50,039 | 122,656 | 173,692 |
| Driver Training | 1 | 55 | 166 | 222 |
| Construction/Maintenance | 22 | 765 | 2,338 | 3,125 |
| Ambulance | 2 | 36 | 90 | 128 |
| Military | 0 | 7 | 18 | 25 |
| Transport Passengers | 8 | 336 | 765 | 1,109 |
| Transport Property | 65 | 974 | 2,937 | 3,976 |
| Farm Use | 7 | 59 | 117 | 183 |
| Wrecker Or Tow | 2 | 48 | 183 | 233 |
| Police | 8 | 531 | 1,422 | 1,961 |
| Government | 6 | 271 | 655 | 932 |
| Fire Fighting | 0 | 24 | 78 | 102 |
| Logging Truck | 7 | 60 | 121 | 188 |
| Other | 10 | 413 | 926 | 1,349 |
| Pedestrian | 121 | 710 | 31 | 862 |
| TOTALS | 1,256 | 54,328 | 132,503 | 188,087 |

*Property Damage Only

UNITS INVOLVED IN TRAFFIC COLLISIONS BY MOST HARMFUL EVENT

| Most Harmful Event (MHE) | Involved In | | | Total Units |
|---|-----------------|------------------|----------------|----------------|
| | Fatal Collision | Injury Collision | PDO* Collision | |
| Cargo/Equip Loss Or Shift | 1 | 52 | 332 | 385 |
| Cross Median/Center Line | 7 | 182 | 319 | 508 |
| Downhill Runaway | 0 | 7 | 6 | 13 |
| Equipment Failure | 0 | 27 | 161 | 188 |
| Fire/Explosion | 13 | 59 | 41 | 113 |
| Immersion | 1 | 9 | 13 | 23 |
| Jackknife | 0 | 5 | 29 | 34 |
| Overturn/Rollover | 137 | 2,622 | 1,956 | 4,715 |
| Run Off Road Left | 0 | 3 | 1 | 4 |
| Run Off Road Right | 0 | 1 | 2 | 3 |
| Separation Of Units | 0 | 10 | 15 | 25 |
| Spill (Two Wheel Vehicle) | 24 | 635 | 87 | 746 |
| Other Non-Collision | 7 | 453 | 813 | 1,273 |
| Unknown Non-Collision | 1 | 69 | 106 | 176 |
| NON-COLLISION SUBTOTAL | 191 | 4,134 | 3,881 | 8,206 |
| Animal (Deer Only) | 4 | 272 | 1,702 | 1,978 |
| Animal (Not Deer) | 1 | 88 | 354 | 443 |
| Motor Vehicle (In Transport) | 648 | 36,102 | 92,899 | 129,649 |
| Motor Vehicle (Stopped) | 21 | 6,093 | 18,531 | 24,645 |
| Motor Vehicle (Other Roadway) | 3 | 62 | 133 | 198 |
| Motor Vehicle (Parked) | 12 | 345 | 2,179 | 2,536 |
| Pedalcycle | 14 | 379 | 26 | 419 |
| Pedestrian | 125 | 653 | 18 | 796 |
| Railway Vehicle | 3 | 9 | 14 | 26 |
| Work Zone Maint. Equip. | 0 | 9 | 34 | 43 |
| Other Movable Object | 2 | 142 | 803 | 947 |
| Unknown Movable Object | 1 | 5 | 68 | 74 |
| COLLISION: OBJECT NOT FIXED SUBTOTAL | 834 | 44,159 | 116,761 | 161,754 |
| Bridge Overhead Structure | 0 | 5 | 20 | 25 |
| Bridge Parapet End | 2 | 5 | 10 | 17 |
| Bridge Pier Or Abutment | 4 | 14 | 17 | 35 |
| Bridge Rail | 0 | 57 | 89 | 146 |
| Culvert | 2 | 158 | 219 | 379 |
| Curb | 1 | 97 | 278 | 376 |
| Ditch | 16 | 1,137 | 2,307 | 3,460 |
| Embankment | 12 | 314 | 495 | 821 |
| Equipment | 0 | 9 | 18 | 27 |
| Fence | 6 | 134 | 618 | 758 |
| Guardrail End | 4 | 73 | 158 | 235 |
| Guardrail Face | 4 | 211 | 703 | 918 |
| HWY Traffic Sign Post | 2 | 80 | 303 | 385 |
| Impact Attenuator/Crash Cushion | 0 | 7 | 10 | 17 |
| Light Luminaire Support | 1 | 12 | 53 | 66 |
| Mailbox | 3 | 46 | 299 | 348 |
| Median Barrier | 4 | 325 | 1,188 | 1,517 |
| Overhead Sign Support | 0 | 5 | 13 | 18 |
| Other(Post,Pole,Support,Etc.) | 5 | 157 | 395 | 557 |
| Other(Wall,Bldg,Tunnel,Etc.) | 5 | 191 | 366 | 562 |
| Tree | 136 | 2,311 | 2,924 | 5,371 |
| Utility Pole | 17 | 513 | 887 | 1,417 |
| Workzone Maint. Equip. | 0 | 3 | 15 | 18 |
| Other | 7 | 154 | 445 | 606 |
| Unknown Fixed Object | 0 | 17 | 31 | 48 |
| COLLISION: OBJECT FIXED SUBTOTAL | 231 | 6,035 | 11,861 | 18,127 |
| TOTALS | 1,256 | 54,328 | 132,503 | 188,087 |

*Property Damage Only

UNIT ACTION PRIOR TO IMPACT

| Maneuver | Involved In | | | Total Units |
|-------------------------------------|-----------------|------------------|----------------|----------------|
| | Fatal Collision | Injury Collision | PDO* Collision | |
| Backing | 12 | 713 | 3,584 | 4,309 |
| Changing Lanes | 19 | 972 | 5,050 | 6,041 |
| Entering Traffic Lane | 32 | 1,839 | 4,584 | 6,455 |
| Leaving Traffic Lane | 29 | 533 | 984 | 1,546 |
| Making U-Turn | 1 | 168 | 518 | 687 |
| Movement Essentially Straight Ahead | 883 | 31,871 | 69,759 | 102,513 |
| Overtaking/Passing | 20 | 373 | 987 | 1,380 |
| Parked | 21 | 607 | 2,750 | 3,378 |
| Slowing Or Stopped In Traffic | 46 | 9,846 | 28,632 | 38,524 |
| Turning Left | 57 | 5,141 | 10,960 | 16,158 |
| Turning Right | 2 | 1,027 | 3,648 | 4,677 |
| VEHICLE SUBTOTAL | 1,122 | 53,090 | 131,456 | 185,668 |
| Approaching/Leaving Vehicle | 4 | 27 | 62 | 93 |
| Entering/Crossing Location | 27 | 177 | 66 | 270 |
| Playing/Working On Vehicle | 2 | 9 | 3 | 14 |
| Pushing Vehicle | 1 | 11 | 2 | 14 |
| Standing | 18 | 80 | 4 | 102 |
| Walking/Playing/Cycling | 68 | 625 | 39 | 732 |
| Working | 2 | 16 | 3 | 21 |
| NON-MOTORIST SUBTOTAL | 122 | 945 | 179 | 1,246 |
| Other | 5 | 94 | 170 | 269 |
| Unknown | 7 | 199 | 698 | 904 |
| OTHER/UNKNOWN SUBTOTAL | 12 | 293 | 868 | 1,173 |
| TOTALS | 1,256 | 54,328 | 132,503 | 188,087 |

*Property Damage Only

By far the most frequent action prior to impact for units involved in traffic collisions in 2011 was 'Movement Essentially Straight Ahead', with 54.5% of the total units. The next action 'Slowing Or Stopped In Traffic' in traffic accounted for 20.5% of the units. The third, fourth, and fifth actions involved units which were 'Turning Left' (8.6%) followed by 'Entering Traffic Lane' (3.4%) and 'Changing Lanes' (3.2%). Combined, the top five categories accounted for 90.2% of all units involved in traffic collisions.

MOTORCYCLE COLLISION STATISTICS

| Year | Total Collisions | Fatal Collisions | Persons Killed* | Personal Injury Collisions | Persons Injured | Property Damage Collisions | Motorcycle Registrations | Registration Fatality Rate** | Registration Collision Rate*** |
|-------|------------------|------------------|-----------------|----------------------------|-----------------|----------------------------|--------------------------|------------------------------|--------------------------------|
| 1972 | 1,233 | 37 | 39 | 684 | 814 | 501 | 22,515 | 17.3 | 5.5 |
| @1973 | 1,958 | 49 | 50 | 1,046 | 1,232 | 863 | 33,268 | 15.0 | 5.9 |
| 1974 | 2,319 | 59 | 60 | 1,225 | 1,468 | 1,035 | 47,328 | 12.7 | 4.9 |
| ^1975 | 1,913 | 51 | 54 | 1,001 | 1,186 | 861 | 48,040 | 11.2 | 4.0 |
| 1976 | 1,835 | 47 | 47 | 947 | 1,171 | 814 | 45,686 | 10.3 | 4.0 |
| 1977 | 1,765 | 51 | 53 | 903 | 1,067 | 809 | 41,161 | 12.9 | 4.3 |
| 1978 | 1,561 | 38 | 38 | 849 | 1,011 | 673 | 35,280 | 10.8 | 4.4 |
| 1979 | 1,543 | 40 | 42 | 890 | 1,063 | 611 | 37,466 | 11.2 | 4.1 |
| +1980 | 1,764 | 54 | 55 | 986 | 1,165 | 723 | 38,875 | 14.1 | 4.5 |
| 1981 | 1,934 | 45 | 46 | 1,107 | 1,315 | 781 | 42,257 | 10.9 | 4.6 |
| 1982 | 2,019 | 58 | 61 | 1,135 | 1,382 | 823 | 35,028 | 17.4 | 5.8 |
| 1983 | 2,091 | 74 | 81 | 1,110 | 1,368 | 905 | 36,130 | 22.4 | 5.8 |
| 1984 | 2,593 | 89 | 92 | 1,376 | 1,648 | 1,122 | 37,119 | 24.8 | 7.0 |
| 1985 | 2,432 | 83 | 87 | 1,361 | 1,636 | 988 | 37,366 | 23.3 | 6.5 |
| 1986 | 2,284 | 73 | 75 | 1,281 | 1,535 | 929 | 36,074 | 20.8 | 6.3 |
| 1987 | 1,908 | 54 | 56 | 1,081 | 1,282 | 771 | 32,710 | 17.1 | 5.8 |
| 1988 | 1,580 | 62 | 63 | 1,134 | 1,415 | 384 | 31,483 | 20.0 | 5.0 |
| 1989 | 1,359 | 44 | 46 | 900 | 1,130 | 415 | 29,965 | 15.4 | 4.5 |
| 1990 | 1,612 | 49 | 51 | 1,135 | 1,407 | 428 | 30,907 | 16.5 | 5.2 |
| 1991 | 1,318 | 45 | 48 | 896 | 1,093 | 377 | 29,226 | 16.4 | 4.5 |
| 1992 | 1,368 | 50 | 53 | 992 | 1,260 | 326 | 32,405 | 16.4 | 4.2 |
| 1993 | 1,470 | 48 | 49 | 1,047 | 1,306 | 375 | 32,348 | 15.1 | 4.5 |
| 1994 | 1,498 | 48 | 48 | 1,040 | 1,282 | 410 | 35,967 | 13.3 | 4.2 |
| 1995 | 1,249 | 49 | 51 | 869 | 1,089 | 331 | 34,381 | 14.8 | 3.6 |
| 1996 | 1,243 | 50 | 54 | 884 | 1,103 | 309 | 38,333 | 14.1 | 3.2 |
| 1997 | 1,153 | 60 | 62 | 870 | 1,085 | 223 | 37,398 | 16.6 | 3.1 |
| 1998 | 1,135 | 65 | 67 | 870 | 1,045 | 200 | 45,039 | 14.9 | 2.5 |
| 1999 | 1,369 | 64 | 66 | 1,050 | 1,294 | 255 | 47,557 | 13.9 | 2.9 |
| 2000 | 1,426 | 82 | 86 | 1,055 | 1,292 | 289 | 51,436 | 16.7 | 2.8 |
| 2001 | 1,595 | 74 | 75 | 1,265 | 1,588 | 256 | 56,457 | 13.3 | 2.8 |
| 2002 | 1,553 | 82 | 88 | 1,160 | 1,414 | 311 | 61,167 | 14.4 | 2.5 |
| 2003 | 1,537 | 85 | 88 | 1,133 | 1,406 | 319 | 68,539 | 12.8 | 2.2 |
| #2004 | 1,740 | 85 | 85 | 1,322 | 1,607 | 333 | 87,539 | 9.7 | 2.0 |
| 2005 | 1,792 | 90 | 94 | 1,224 | 1,464 | 478 | 87,603 | 10.7 | 2.0 |
| 2006 | 1,956 | 106 | 108 | 1,482 | 1,772 | 368 | 88,021 | 12.3 | 2.2 |
| 2007 | 2,127 | 120 | 123 | 1,612 | 1,917 | 395 | 92,642 | 13.3 | 2.3 |
| 2008 | 2,257 | 104 | 112 | 1,713 | 2,042 | 440 | 104,321 | 10.7 | 2.2 |
| 2009 | 1,719 | 93 | 95 | 1,290 | 1,528 | 336 | 103,716 | 9.2 | 1.7 |
| 2010 | 1,819 | 81 | 84 | 1,361 | 1,601 | 377 | 104,867 | 8.0 | 1.7 |
| 2011 | 2,110 | 102 | 104 | 1,579 | 1,858 | 429 | 107,719 | 9.7 | 2.0 |

*Includes all fatalities (not just motorcyclists) in motorcycle collisions.

**Based on 10,000 motorcycle registrations

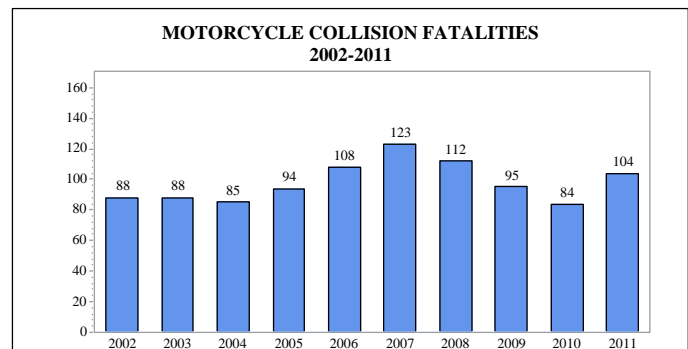
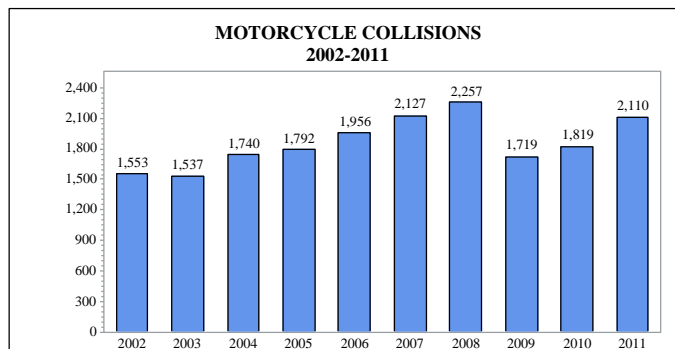
***Based on 100 motorcycle registrations

@1973-Lights On Law effective July 1.

^1975-Implemented Classified License Law for motorcycles

+1980-Helmet and Goggles Law amended effective June 16, exempting cyclists 21 and older.

#2004-Registrations include 2-wheel and 3-wheel motorcycles.



Traffic Collisions Involving a Motorcycle

| Collisions By Year | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|--------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| 2007 | 120 | 1,612 | 395 | 2,127 | 123 | 1,917 |
| 2008 | 104 | 1,713 | 440 | 2,257 | 112 | 2,042 |
| 2009 | 93 | 1,290 | 336 | 1,719 | 95 | 1,528 |
| 2010 | 81 | 1,361 | 377 | 1,819 | 84 | 1,601 |
| 2011 | 102 | 1,579 | 429 | 2,110 | 104 | 1,858 |
| TOTALS | 500 | 7,555 | 1,977 | 10,032 | 518 | 8,946 |

| Collisions By Month - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|----------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| January | 1 | 37 | 14 | 52 | 1 | 51 |
| February | 6 | 85 | 34 | 125 | 6 | 101 |
| March | 8 | 107 | 22 | 137 | 8 | 128 |
| April | 8 | 163 | 50 | 221 | 8 | 198 |
| May | 18 | 245 | 67 | 330 | 19 | 287 |
| June | 9 | 179 | 43 | 231 | 9 | 212 |
| July | 7 | 170 | 40 | 217 | 7 | 197 |
| August | 15 | 162 | 28 | 205 | 15 | 185 |
| September | 14 | 137 | 39 | 190 | 14 | 158 |
| October | 8 | 136 | 43 | 187 | 9 | 160 |
| November | 5 | 86 | 27 | 118 | 5 | 100 |
| December | 3 | 72 | 22 | 97 | 3 | 81 |
| TOTALS | 102 | 1,579 | 429 | 2,110 | 104 | 1,858 |

| Collisions By Light & Weather - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|--------------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| Day & Clear/Cloudy | 49 | 1,022 | 300 | 1,371 | 49 | 1,189 |
| Day & Rain | 0 | 18 | 15 | 33 | 0 | 22 |
| Day & Other Weather | 0 | 4 | 1 | 5 | 0 | 6 |
| Dark & Clear/Cloudy | 51 | 510 | 106 | 667 | 53 | 612 |
| Dark & Rain | 2 | 23 | 6 | 31 | 2 | 27 |
| Dark & Other Weather | 0 | 2 | 1 | 3 | 0 | 2 |
| TOTALS | 102 | 1,579 | 429 | 2,110 | 104 | 1,858 |

| Collisions By Day of Week - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|----------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| Sunday | 22 | 269 | 62 | 353 | 22 | 320 |
| Monday | 11 | 173 | 48 | 232 | 11 | 199 |
| Tuesday | 7 | 157 | 51 | 215 | 7 | 173 |
| Wednesday | 13 | 188 | 52 | 253 | 13 | 212 |
| Thursday | 16 | 209 | 44 | 269 | 16 | 246 |
| Friday | 9 | 236 | 72 | 317 | 9 | 280 |
| Saturday | 24 | 347 | 100 | 471 | 26 | 428 |
| TOTALS | 102 | 1,579 | 429 | 2,110 | 104 | 1,858 |

| Collisions By Time of Day - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|----------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| 12:01am - 3:00am | 13 | 105 | 14 | 132 | 15 | 115 |
| 3:01am - 6:00am | 2 | 39 | 7 | 48 | 2 | 44 |
| 6:01am - 9:00am | 3 | 73 | 32 | 108 | 3 | 78 |
| 9:01am - Noon | 6 | 156 | 46 | 208 | 6 | 177 |
| 12:01pm - 3:00pm | 16 | 315 | 90 | 421 | 16 | 370 |
| 3:01pm - 6:00pm | 14 | 386 | 127 | 527 | 14 | 460 |
| 6:01pm - 9:00pm | 26 | 313 | 67 | 406 | 26 | 372 |
| 9:01pm - Midnight | 22 | 192 | 46 | 260 | 22 | 242 |
| TOTALS | 102 | 1,579 | 429 | 2,110 | 104 | 1,858 |

| Collisions By Route Category - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|-------------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| Interstate | 5 | 98 | 28 | 131 | 5 | 109 |
| US Primary | 26 | 403 | 104 | 533 | 27 | 491 |
| SC Primary | 31 | 359 | 96 | 486 | 32 | 441 |
| Secondary | 31 | 535 | 153 | 719 | 31 | 614 |
| County | 9 | 184 | 48 | 241 | 9 | 203 |
| TOTALS | 102 | 1,579 | 429 | 2,110 | 104 | 1,858 |

*Property Damage Only

**Includes all fatalities and injuries of all vehicles in the collisions

MOTORCYCLISTS INVOLVED IN TRAFFIC COLLISIONS

| Gender of Motorcyclist | Fatality | Non-Fatal Injury | Not Injured | Total Occupants | Percent |
|------------------------|------------|------------------|-------------|-----------------|-------------|
| Female | 3 | 268 | 58 | 329 | 13.5% |
| Male | 101 | 1,461 | 474 | 2,036 | 83.8% |
| Other | 0 | 0 | 0 | 0 | 0.0% |
| Unknown | 0 | 3 | 63 | 66 | 2.7% |
| TOTALS | 104 | 1,732 | 595 | 2,431 | 100% |

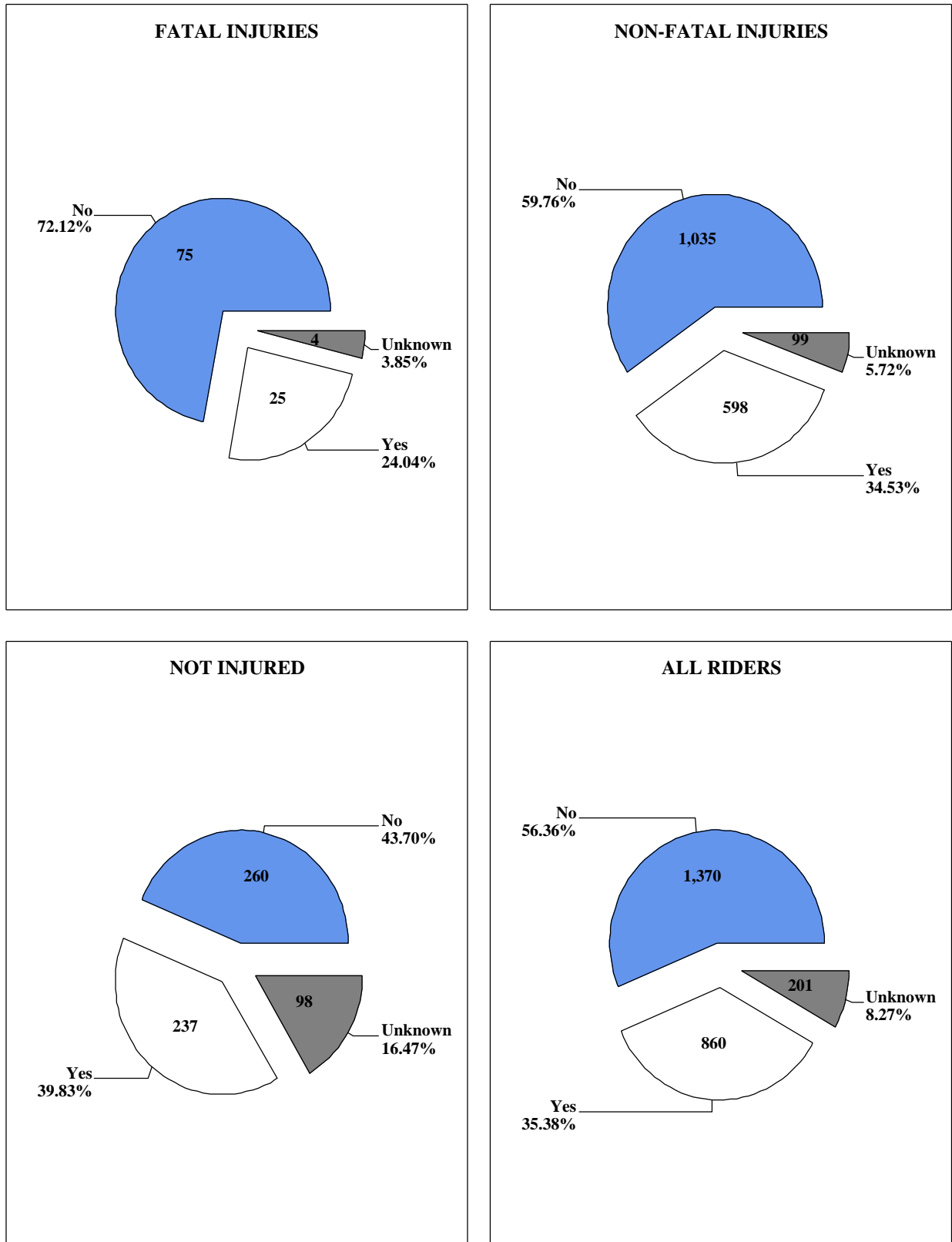
| Helmet Usage for Motorcyclist | Fatality | Non-Fatal Injury | Not Injured | Total Occupants | Percent |
|--------------------------------------|------------|------------------|-------------|-----------------|--------------|
| Under 15 | 0 | 7 | 2 | 9 | 0.4% |
| 15-20 | 3 | 51 | 26 | 80 | 3.3% |
| 21-24 | 3 | 72 | 26 | 101 | 4.2% |
| 25-34 | 3 | 107 | 47 | 157 | 6.5% |
| 35-44 | 7 | 112 | 36 | 155 | 6.4% |
| 45+ | 9 | 249 | 90 | 348 | 14.3% |
| Unknown | 0 | 0 | 10 | 10 | 0.4% |
| Helmet Used Subtotal | 25 | 598 | 237 | 860 | 35.4% |
| Under 15 | 0 | 7 | 2 | 9 | 0.4% |
| 15-20 | 4 | 49 | 13 | 66 | 2.7% |
| 21-24 | 6 | 106 | 28 | 140 | 5.8% |
| 25-34 | 19 | 234 | 55 | 308 | 12.7% |
| 35-44 | 17 | 228 | 47 | 292 | 12.0% |
| 45+ | 29 | 408 | 94 | 531 | 21.8% |
| Unknown | 0 | 3 | 21 | 24 | 1.0% |
| Helmet Not Used Subtotal | 75 | 1,035 | 260 | 1,370 | 56.4% |
| Under 15 | 0 | 1 | 0 | 1 | 0.0% |
| 15-20 | 0 | 4 | 5 | 9 | 0.4% |
| 21-24 | 0 | 14 | 6 | 20 | 0.8% |
| 25-34 | 1 | 23 | 7 | 31 | 1.3% |
| 35-44 | 0 | 21 | 11 | 32 | 1.3% |
| 45+ | 3 | 35 | 15 | 53 | 2.2% |
| Unknown | 0 | 1 | 54 | 55 | 2.3% |
| Helmet Usage Unknown Subtotal | 4 | 99 | 98 | 201 | 8.3% |
| TOTALS | 104 | 1,732 | 595 | 2,431 | 100% |

| Motorcyclist Driver Contributed to Collision? | Fatal Collision | Injury Collision | PDO* Collision | Total Drivers | Percent |
|---|-----------------|------------------|----------------|---------------|-------------|
| No | 34 | 774 | 222 | 1,030 | 46.8% |
| Unknown | 1 | 1 | 0 | 2 | 0.1% |
| Yes | 69 | 881 | 220 | 1,170 | 53.1% |
| TOTALS | 104 | 1,656 | 442 | 2,202 | 100% |

| Other Unit Type Contributed to Collision? | Fatal Collision | Injury Collision | PDO* Collision | Total Units | Percent |
|---|-----------------|------------------|----------------|--------------|-------------|
| No | 22 | 278 | 162 | 462 | 37.6% |
| Unknown | 0 | 2 | 0 | 2 | 0.2% |
| Yes | 30 | 548 | 188 | 766 | 62.3% |
| TOTALS | 52 | 828 | 350 | 1,230 | 100% |

*Property Damage Only

MOTORCYCLE HELMET USAGE BY INJURY SEVERITY



Traffic Collisions Involving a Other Motorbike

| Collisions By Year | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|--------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| 2007 | 8 | 270 | 50 | 328 | 9 | 306 |
| 2008 | 12 | 366 | 77 | 455 | 13 | 433 |
| 2009 | 18 | 437 | 76 | 531 | 18 | 497 |
| 2010 | 21 | 539 | 58 | 618 | 21 | 610 |
| 2011 | 23 | 605 | 94 | 722 | 23 | 672 |
| TOTALS | 82 | 2,217 | 355 | 2,654 | 84 | 2,518 |

| Collisions By Month - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|----------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| January | 0 | 27 | 3 | 30 | 0 | 31 |
| February | 1 | 29 | 5 | 35 | 1 | 32 |
| March | 0 | 25 | 5 | 30 | 0 | 28 |
| April | 2 | 67 | 3 | 72 | 2 | 71 |
| May | 3 | 65 | 8 | 76 | 3 | 77 |
| June | 0 | 61 | 8 | 69 | 0 | 68 |
| July | 2 | 73 | 8 | 83 | 2 | 78 |
| August | 6 | 74 | 17 | 97 | 6 | 83 |
| September | 0 | 52 | 6 | 58 | 0 | 56 |
| October | 4 | 53 | 9 | 66 | 4 | 59 |
| November | 4 | 40 | 12 | 56 | 4 | 44 |
| December | 1 | 39 | 10 | 50 | 1 | 45 |
| TOTALS | 23 | 605 | 94 | 722 | 23 | 672 |

| Collisions By Light & Weather - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|--------------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| Day & Clear/Cloudy | 9 | 355 | 60 | 424 | 9 | 391 |
| Day & Rain | 0 | 13 | 3 | 16 | 0 | 13 |
| Day & Other Weather | 0 | 2 | 0 | 2 | 0 | 2 |
| Dark & Clear/Cloudy | 12 | 226 | 25 | 263 | 12 | 257 |
| Dark & Rain | 2 | 7 | 5 | 14 | 2 | 7 |
| Dark & Other Weather | 0 | 2 | 1 | 3 | 0 | 2 |
| TOTALS | 23 | 605 | 94 | 722 | 23 | 672 |

| Collisions By Day of Week - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|----------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| Sunday | 4 | 77 | 9 | 90 | 4 | 88 |
| Monday | 5 | 82 | 14 | 101 | 5 | 86 |
| Tuesday | 2 | 70 | 15 | 87 | 2 | 80 |
| Wednesday | 4 | 86 | 11 | 101 | 4 | 99 |
| Thursday | 2 | 83 | 17 | 102 | 2 | 88 |
| Friday | 2 | 105 | 14 | 121 | 2 | 116 |
| Saturday | 4 | 102 | 14 | 120 | 4 | 115 |
| TOTALS | 23 | 605 | 94 | 722 | 23 | 672 |

| Collisions By Time of Day - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|----------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| 12:01am - 3:00am | 4 | 31 | 5 | 40 | 4 | 36 |
| 3:01am - 6:00am | 0 | 15 | 1 | 16 | 0 | 16 |
| 6:01am - 9:00am | 0 | 37 | 8 | 45 | 0 | 39 |
| 9:01am - Noon | 0 | 53 | 11 | 64 | 0 | 60 |
| 12:01pm - 3:00pm | 7 | 103 | 22 | 132 | 7 | 111 |
| 3:01pm - 6:00pm | 3 | 149 | 23 | 175 | 3 | 162 |
| 6:01pm - 9:00pm | 4 | 130 | 17 | 151 | 4 | 148 |
| 9:01pm - Midnight | 5 | 87 | 7 | 99 | 5 | 100 |
| TOTALS | 23 | 605 | 94 | 722 | 23 | 672 |

| Collisions By Route Category - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|-------------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| Interstate | 0 | 4 | 2 | 6 | 0 | 5 |
| US Primary | 5 | 121 | 18 | 144 | 5 | 141 |
| SC Primary | 6 | 117 | 21 | 144 | 6 | 124 |
| Secondary | 10 | 252 | 35 | 297 | 10 | 281 |
| County | 2 | 111 | 18 | 131 | 2 | 121 |
| TOTALS | 23 | 605 | 94 | 722 | 23 | 672 |

*Property Damage Only

**Includes all fatalities and injuries of all vehicles in the collisions

OTHER MOTORIZED BIKERS AND CONTRIBUTING DRIVERS/UNITS

| Gender of Other Motorized Bikers | Fatality | Non-Fatal Injury | Not Injured | Total Occupants | Percent |
|----------------------------------|-----------|------------------|-------------|-----------------|-------------|
| Female | 3 | 90 | 16 | 109 | 13.6% |
| Male | 20 | 550 | 108 | 678 | 84.6% |
| Other | 0 | 0 | 0 | 0 | 0.0% |
| Unknown | 0 | 0 | 14 | 14 | 1.7% |
| TOTALS | 23 | 640 | 138 | 801 | 100% |

| Helmet Usage for Other Motorized Bikers | Fatality | Non-Fatal Injury | Not Injured | Total Occupants | Percent |
|---|-----------|------------------|-------------|-----------------|-------------|
| Yes | 1 | 55 | 12 | 68 | 8.5% |
| No | 20 | 545 | 97 | 662 | 82.6% |
| Unknown | 2 | 40 | 29 | 71 | 8.9% |
| TOTALS | 23 | 640 | 138 | 801 | 100% |

| Age of Other Motorized Bikers | Fatality | Non-Fatal Injury | Not Injured | Total Occupants | Percent |
|-------------------------------|-----------|------------------|-------------|-----------------|-------------|
| Under 15 | 1 | 23 | 3 | 27 | 3.4% |
| 15-20 | 3 | 80 | 25 | 108 | 13.5% |
| 21-24 | 2 | 74 | 17 | 93 | 11.6% |
| 25-34 | 4 | 104 | 26 | 134 | 16.7% |
| 35-44 | 5 | 131 | 23 | 159 | 19.9% |
| 45-54 | 5 | 149 | 15 | 169 | 21.1% |
| 55-64 | 3 | 60 | 8 | 71 | 8.9% |
| 65+ | 0 | 16 | 1 | 17 | 2.1% |
| Unknown | 0 | 3 | 20 | 23 | 2.9% |
| TOTALS | 23 | 640 | 138 | 801 | 100% |

| Other Motorized Bike Driver Contributed to Collision? | Fatal Collision | Injury Collision | PDO* Collision | Total Units | Percent |
|---|-----------------|------------------|----------------|-------------|-------------|
| No | 9 | 205 | 44 | 258 | 35.5% |
| Unknown | 0 | 1 | 0 | 1 | 0.1% |
| Yes | 14 | 403 | 51 | 468 | 64.4% |
| TOTALS | 23 | 609 | 95 | 727 | 100% |

| Other Unit Type Contributed to Collision? | Fatal Collision | Injury Collision | PDO* Collision | Total Units | Percent |
|---|-----------------|------------------|----------------|-------------|-------------|
| No | 5 | 181 | 52 | 238 | 50.6% |
| Unknown | 0 | 0 | 0 | 0 | 0.0% |
| Yes | 9 | 184 | 39 | 232 | 49.4% |
| TOTALS | 14 | 365 | 91 | 470 | 100% |

*Property Damage Only

Traffic Collisions Involving a Pedalcycle

| Collisions By Year | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|--------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| 2007 | 20 | 464 | 40 | 524 | 21 | 481 |
| 2008 | 15 | 510 | 48 | 573 | 15 | 541 |
| 2009 | 13 | 464 | 33 | 510 | 13 | 478 |
| 2010 | 14 | 455 | 41 | 510 | 14 | 479 |
| 2011 | 16 | 403 | 29 | 448 | 16 | 419 |
| TOTALS | 78 | 2,296 | 191 | 2,565 | 79 | 2,398 |

| Collisions By Month - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|----------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| January | 0 | 22 | 2 | 24 | 0 | 23 |
| February | 2 | 22 | 0 | 24 | 2 | 22 |
| March | 1 | 23 | 2 | 26 | 1 | 24 |
| April | 3 | 37 | 2 | 42 | 3 | 39 |
| May | 2 | 38 | 5 | 45 | 2 | 42 |
| June | 0 | 45 | 1 | 46 | 0 | 47 |
| July | 3 | 63 | 4 | 70 | 3 | 66 |
| August | 2 | 31 | 2 | 35 | 2 | 32 |
| September | 1 | 38 | 2 | 41 | 1 | 38 |
| October | 1 | 36 | 1 | 38 | 1 | 37 |
| November | 1 | 23 | 5 | 29 | 1 | 23 |
| December | 0 | 25 | 3 | 28 | 0 | 26 |
| TOTALS | 16 | 403 | 29 | 448 | 16 | 419 |

| Collisions By Light & Weather - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|--------------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| Day & Clear/Cloudy | 6 | 266 | 24 | 296 | 6 | 275 |
| Day & Rain | 0 | 11 | 0 | 11 | 0 | 11 |
| Day & Other Weather | 0 | 2 | 0 | 2 | 0 | 2 |
| Dark & Clear/Cloudy | 9 | 112 | 5 | 126 | 9 | 119 |
| Dark & Rain | 1 | 11 | 0 | 12 | 1 | 11 |
| Dark & Other Weather | 0 | 1 | 0 | 1 | 0 | 1 |
| TOTALS | 16 | 403 | 29 | 448 | 16 | 419 |

| Collisions By Day of Week - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|----------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| Sunday | 1 | 47 | 3 | 51 | 1 | 47 |
| Monday | 0 | 48 | 3 | 51 | 0 | 51 |
| Tuesday | 2 | 58 | 3 | 63 | 2 | 60 |
| Wednesday | 4 | 54 | 3 | 61 | 4 | 54 |
| Thursday | 3 | 70 | 6 | 79 | 3 | 76 |
| Friday | 4 | 61 | 4 | 69 | 4 | 63 |
| Saturday | 2 | 65 | 7 | 74 | 2 | 68 |
| TOTALS | 16 | 403 | 29 | 448 | 16 | 419 |

| Collisions By Time of Day - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|----------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| 12:01am - 3:00am | 1 | 14 | 1 | 16 | 1 | 14 |
| 3:01am - 6:00am | 0 | 8 | 0 | 8 | 0 | 9 |
| 6:01am - 9:00am | 1 | 32 | 2 | 35 | 1 | 33 |
| 9:01am - Noon | 0 | 51 | 5 | 56 | 0 | 51 |
| 12:01pm - 3:00pm | 1 | 76 | 5 | 82 | 1 | 78 |
| 3:01pm - 6:00pm | 2 | 91 | 9 | 102 | 2 | 95 |
| 6:01pm - 9:00pm | 8 | 93 | 6 | 107 | 8 | 100 |
| 9:01pm - Midnight | 3 | 38 | 1 | 42 | 3 | 39 |
| TOTALS | 16 | 403 | 29 | 448 | 16 | 419 |

| Collisions By Route Category - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|-------------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| Interstate | 0 | 1 | 1 | 2 | 0 | 1 |
| US Primary | 5 | 74 | 4 | 83 | 5 | 76 |
| SC Primary | 7 | 71 | 1 | 79 | 7 | 72 |
| Secondary | 2 | 204 | 17 | 223 | 2 | 215 |
| County | 2 | 53 | 6 | 61 | 2 | 55 |
| TOTALS | 16 | 403 | 29 | 448 | 16 | 419 |

*Property Damage Only

**Includes all fatalities and injuries of all vehicles in the collisions

PEDALCYCLISTS AND CONTRIBUTING DRIVERS/UNITS

| Gender of Pedalcyclists | Fatality | Non-Fatal Injury | Not Injured | Total Occupants | Percent |
|-------------------------|-----------|------------------|-------------|-----------------|-------------|
| Female | 1 | 72 | 5 | 78 | 17.0% |
| Male | 14 | 328 | 33 | 375 | 81.9% |
| Other | 0 | 0 | 0 | 0 | 0.0% |
| Unknown | 0 | 2 | 3 | 5 | 1.1% |
| TOTALS | 15 | 402 | 41 | 458 | 100% |

| Safety Equipment Use for Pedalcyclists | Fatality | Non-Fatal Injury | Not Injured | Total Occupants | Percent |
|--|-----------|------------------|-------------|-----------------|-------------|
| None Used | 11 | 296 | 32 | 339 | 74.0% |
| Helmet | 1 | 38 | 4 | 43 | 9.4% |
| Protective Pads | 0 | 1 | 0 | 1 | 0.2% |
| Reflective Clothing | 1 | 11 | 0 | 12 | 2.6% |
| Lighting | 0 | 5 | 0 | 5 | 1.1% |
| Other | 0 | 21 | 1 | 22 | 4.8% |
| Unknown | 2 | 30 | 4 | 36 | 7.9% |
| TOTALS | 15 | 402 | 41 | 458 | 100% |

| Age of Pedalcyclists | Fatality | Non-Fatal Injury | Not Injured | Total Occupants | Percent |
|----------------------|-----------|------------------|-------------|-----------------|-------------|
| Under 10 | 1 | 17 | 0 | 18 | 3.9% |
| 10-19 | 2 | 74 | 13 | 89 | 19.4% |
| 20-29 | 1 | 83 | 9 | 93 | 20.3% |
| 30-39 | 2 | 41 | 4 | 47 | 10.3% |
| 40-49 | 3 | 73 | 6 | 82 | 17.9% |
| 50-59 | 4 | 76 | 1 | 81 | 17.7% |
| 60-69 | 1 | 26 | 2 | 29 | 6.3% |
| 70-79 | 0 | 8 | 0 | 8 | 1.7% |
| 80+ | 1 | 1 | 0 | 2 | 0.4% |
| Unknown | 0 | 3 | 6 | 9 | 2.0% |
| TOTALS | 15 | 402 | 41 | 458 | 100% |

| Pedalcyclists Driver Contributed to Collision? | Fatal Collision | Injury Collision | PDO* Collision | Total Drivers | Percent |
|--|-----------------|------------------|----------------|---------------|-------------|
| No | 9 | 180 | 9 | 198 | 44.0% |
| Unknown | 2 | 0 | 0 | 2 | 0.4% |
| Yes | 5 | 224 | 21 | 250 | 55.6% |
| TOTALS | 16 | 404 | 30 | 450 | 100% |

| Other Unit Type Contributed to Collision? | Fatal Collision | Injury Collision | PDO* Collision | Total Units | Percent |
|---|-----------------|------------------|----------------|-------------|-------------|
| No | 6 | 202 | 17 | 225 | 50.8% |
| Unknown | 1 | 3 | 0 | 4 | 0.9% |
| Yes | 10 | 191 | 13 | 214 | 48.3% |
| TOTALS | 17 | 396 | 30 | 443 | 100% |

*Property Damage Only

Traffic Collisions Involving a School Bus

| Collisions By Year | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|--------------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| 2007 | 1 | 94 | 243 | 338 | 2 | 265 |
| 2008 | 3 | 102 | 247 | 352 | 3 | 361 |
| 2009 | 4 | 100 | 275 | 379 | 4 | 277 |
| 2010 | 3 | 120 | 269 | 392 | 3 | 328 |
| 2011 | 0 | 80 | 214 | 294 | 0 | 146 |
| TOTALS | 11 | 496 | 1,248 | 1,755 | 12 | 1,377 |
| Collisions By Month - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
| January | 0 | 4 | 16 | 20 | 0 | 4 |
| February | 0 | 5 | 15 | 20 | 0 | 14 |
| March | 0 | 5 | 26 | 31 | 0 | 11 |
| April | 0 | 8 | 21 | 29 | 0 | 17 |
| May | 0 | 13 | 23 | 36 | 0 | 20 |
| June | 0 | 0 | 4 | 4 | 0 | 0 |
| July | 0 | 0 | 4 | 4 | 0 | 0 |
| August | 0 | 4 | 11 | 15 | 0 | 8 |
| September | 0 | 10 | 22 | 32 | 0 | 15 |
| October | 0 | 8 | 22 | 30 | 0 | 13 |
| November | 0 | 9 | 32 | 41 | 0 | 15 |
| December | 0 | 14 | 18 | 32 | 0 | 29 |
| TOTALS | 0 | 80 | 214 | 294 | 0 | 146 |
| Collisions By Light & Weather - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
| Day & Clear/Cloudy | 0 | 64 | 173 | 237 | 0 | 110 |
| Day & Rain | 0 | 7 | 16 | 23 | 0 | 20 |
| Day & Other Weather | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark & Clear/Cloudy | 0 | 7 | 19 | 26 | 0 | 13 |
| Dark & Rain | 0 | 1 | 4 | 5 | 0 | 2 |
| Dark & Other Weather | 0 | 1 | 2 | 3 | 0 | 1 |
| TOTALS | 0 | 80 | 214 | 294 | 0 | 146 |
| Collisions By Day of Week - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
| Sunday | 0 | 0 | 1 | 1 | 0 | 0 |
| Monday | 0 | 12 | 30 | 42 | 0 | 19 |
| Tuesday | 0 | 21 | 49 | 70 | 0 | 42 |
| Wednesday | 0 | 21 | 46 | 67 | 0 | 38 |
| Thursday | 0 | 11 | 45 | 56 | 0 | 24 |
| Friday | 0 | 14 | 39 | 53 | 0 | 20 |
| Saturday | 0 | 1 | 4 | 5 | 0 | 3 |
| TOTALS | 0 | 80 | 214 | 294 | 0 | 146 |
| Collisions By Time of Day - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
| 12:01am - 3:00am | 0 | 0 | 1 | 1 | 0 | 0 |
| 3:01am - 6:00am | 0 | 1 | 2 | 3 | 0 | 2 |
| 6:01am - 9:00am | 0 | 26 | 82 | 108 | 0 | 53 |
| 9:01am - Noon | 0 | 3 | 13 | 16 | 0 | 3 |
| 12:01pm - 3:00pm | 0 | 17 | 36 | 53 | 0 | 22 |
| 3:01pm - 6:00pm | 0 | 31 | 74 | 105 | 0 | 58 |
| 6:01pm - 9:00pm | 0 | 1 | 5 | 6 | 0 | 5 |
| 9:01pm - Midnight | 0 | 1 | 1 | 2 | 0 | 3 |
| TOTALS | 0 | 80 | 214 | 294 | 0 | 146 |
| Collisions By Route Category - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
| Interstate | 0 | 1 | 0 | 1 | 0 | 1 |
| US Primary | 0 | 15 | 40 | 55 | 0 | 27 |
| SC Primary | 0 | 18 | 39 | 57 | 0 | 28 |
| Secondary | 0 | 37 | 88 | 125 | 0 | 68 |
| County | 0 | 9 | 47 | 56 | 0 | 22 |
| TOTALS | 0 | 80 | 214 | 294 | 0 | 146 |

*Property Damage Only

**Includes all fatalities and injuries of all vehicles in the collisions

TRAFFIC COLLISIONS INVOLVING SCHOOL BUSES

| Collisions by Traffic Control Type - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|--|------------------------|-------------------------|-----------------------|-------------------------|-------------------------|--------------------------|
| Stop And Go Light | 0 | 6 | 31 | 37 | 0 | 10 |
| Flashing Traffic Signal | 0 | 0 | 2 | 2 | 0 | 0 |
| RR (X-Bucks, Lights And Gates) | 0 | 0 | 3 | 3 | 0 | 0 |
| RR (X-Bucks Only) | 0 | 0 | 1 | 1 | 0 | 0 |
| Oncoming Emergency Vehicle | 0 | 1 | 0 | 1 | 0 | 2 |
| Pavement Markings(Only) | 0 | 4 | 7 | 11 | 0 | 9 |
| Stop Sign | 0 | 20 | 53 | 73 | 0 | 35 |
| School Zone Sign | 0 | 1 | 0 | 1 | 0 | 1 |
| Yield Sign | 0 | 1 | 3 | 4 | 0 | 1 |
| Work Zone | 0 | 0 | 1 | 1 | 0 | 0 |
| Other Warning Signs | 0 | 2 | 9 | 11 | 0 | 4 |
| None | 0 | 45 | 104 | 149 | 0 | 84 |
| TOTALS | 0 | 80 | 214 | 294 | 0 | 146 |

| School Bus Driver Contributed to Collision? | Fatal Collision | Injury Collision | PDO* Collision | Total Drivers | Percent |
|--|------------------------|-------------------------|-----------------------|----------------------|----------------|
| No | 0 | 64 | 128 | 192 | 64.0% |
| Unknown | 0 | 0 | 0 | 0 | 0.0% |
| Yes | 0 | 21 | 87 | 108 | 36.0% |
| TOTALS | 0 | 85 | 215 | 300 | 100% |

| Other Unit Type Contributed to Collision? | Fatal Collision | Injury Collision | PDO* Collision | Total Units | Percent |
|--|------------------------|-------------------------|-----------------------|--------------------|----------------|
| No | 0 | 29 | 95 | 124 | 40.7% |
| Unknown | 0 | 0 | 0 | 0 | 0.0% |
| Yes | 0 | 58 | 123 | 181 | 59.3% |
| TOTALS | 0 | 87 | 218 | 305 | 100% |

*Property Damage Only

**Includes all fatalities and injuries of all vehicles in the collisions

Traffic Collisions Involving a Pedestrian

| Collisions By Year | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|--------------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| 2007 | 109 | 820 | 33 | 962 | 109 | 1,001 |
| 2008 | 100 | 806 | 35 | 941 | 101 | 923 |
| 2009 | 88 | 750 | 32 | 870 | 90 | 852 |
| 2010 | 93 | 803 | 29 | 925 | 95 | 928 |
| 2011 | 112 | 681 | 24 | 817 | 113 | 825 |
| TOTALS | 502 | 3,860 | 153 | 4,515 | 508 | 4,529 |
| Collisions By Month - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
| January | 7 | 44 | 2 | 53 | 7 | 57 |
| February | 9 | 51 | 2 | 62 | 9 | 62 |
| March | 10 | 48 | 3 | 61 | 10 | 65 |
| April | 3 | 64 | 2 | 69 | 3 | 72 |
| May | 7 | 53 | 1 | 61 | 7 | 69 |
| June | 11 | 50 | 4 | 65 | 11 | 63 |
| July | 8 | 54 | 0 | 62 | 8 | 62 |
| August | 8 | 51 | 0 | 59 | 8 | 55 |
| September | 14 | 50 | 1 | 65 | 14 | 66 |
| October | 13 | 80 | 4 | 97 | 14 | 101 |
| November | 9 | 76 | 2 | 87 | 9 | 85 |
| December | 13 | 60 | 3 | 76 | 13 | 68 |
| TOTALS | 112 | 681 | 24 | 817 | 113 | 825 |
| Collisions By Light & Weather - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
| Day & Clear/Cloudy | 17 | 294 | 5 | 316 | 18 | 362 |
| Day & Rain | 1 | 11 | 1 | 13 | 1 | 17 |
| Day & Other Weather | 0 | 3 | 0 | 3 | 0 | 5 |
| Dark & Clear/Cloudy | 87 | 334 | 16 | 437 | 87 | 394 |
| Dark & Rain | 3 | 35 | 1 | 39 | 3 | 40 |
| Dark & Other Weather | 4 | 4 | 1 | 9 | 4 | 7 |
| TOTALS | 112 | 681 | 24 | 817 | 113 | 825 |
| Collisions By Day of Week - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
| Sunday | 14 | 76 | 3 | 93 | 14 | 89 |
| Monday | 15 | 109 | 4 | 128 | 15 | 133 |
| Tuesday | 9 | 90 | 2 | 101 | 9 | 104 |
| Wednesday | 16 | 94 | 3 | 113 | 16 | 125 |
| Thursday | 21 | 109 | 3 | 133 | 21 | 129 |
| Friday | 19 | 103 | 4 | 126 | 19 | 119 |
| Saturday | 18 | 100 | 5 | 123 | 19 | 126 |
| TOTALS | 112 | 681 | 24 | 817 | 113 | 825 |
| Collisions By Time of Day - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
| 12:01am - 3:00am | 15 | 50 | 2 | 67 | 15 | 57 |
| 3:01am - 6:00am | 12 | 26 | 2 | 40 | 12 | 31 |
| 6:01am - 9:00am | 10 | 65 | 0 | 75 | 10 | 79 |
| 9:01am - Noon | 6 | 46 | 0 | 52 | 7 | 64 |
| 12:01pm - 3:00pm | 1 | 76 | 2 | 79 | 1 | 97 |
| 3:01pm - 6:00pm | 8 | 133 | 4 | 145 | 8 | 152 |
| 6:01pm - 9:00pm | 31 | 170 | 10 | 211 | 31 | 197 |
| 9:01pm - Midnight | 29 | 115 | 4 | 148 | 29 | 148 |
| TOTALS | 112 | 681 | 24 | 817 | 113 | 825 |
| Collisions By Route Category - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
| Interstate | 13 | 12 | 2 | 27 | 14 | 27 |
| US Primary | 36 | 154 | 4 | 194 | 36 | 195 |
| SC Primary | 24 | 147 | 5 | 176 | 24 | 177 |
| Secondary | 32 | 273 | 7 | 312 | 32 | 314 |
| County | 7 | 95 | 6 | 108 | 7 | 112 |
| TOTALS | 112 | 681 | 24 | 817 | 113 | 825 |

*Property Damage Only

**Includes all fatalities and injuries of all vehicles in the collisions

PEDESTRIANS AND CONTRIBUTING DRIVERS/UNITS

| Gender of Pedestrians | Fatality | Non-Fatal Injury | Not Injured | Total Occupants | Percent |
|-----------------------|------------|------------------|-------------|-----------------|-------------|
| Female | 22 | 257 | 9 | 288 | 33.1% |
| Male | 91 | 457 | 29 | 577 | 66.4% |
| Other | 0 | 0 | 0 | 0 | 0.0% |
| Unknown | 0 | 1 | 3 | 4 | 0.5% |
| TOTALS | 113 | 715 | 41 | 869 | 100% |

| Age of Pedestrians | Fatality | Non-Fatal Injury | Not Injured | Total Occupants | Percent |
|--------------------|------------|------------------|-------------|-----------------|-------------|
| Under 5 | 1 | 18 | 0 | 19 | 2.2% |
| 5-9 | 2 | 29 | 0 | 31 | 3.6% |
| 10-14 | 3 | 51 | 2 | 56 | 6.4% |
| 15-19 | 6 | 81 | 3 | 90 | 10.4% |
| 20-24 | 9 | 84 | 7 | 100 | 11.5% |
| 25-34 | 14 | 100 | 7 | 121 | 13.9% |
| 35-44 | 13 | 92 | 4 | 109 | 12.5% |
| 45-54 | 31 | 145 | 3 | 179 | 20.6% |
| 55-64 | 19 | 66 | 4 | 89 | 10.2% |
| 65-74 | 8 | 25 | 3 | 36 | 4.1% |
| 75+ | 6 | 20 | 1 | 27 | 3.1% |
| Unknown | 1 | 4 | 7 | 12 | 1.4% |
| TOTALS | 113 | 715 | 41 | 869 | 100% |

| Pedestrian Action Prior to Impact | Fatality | Non-Fatal Injury | Not Injured | Total Occupants | Percent |
|-----------------------------------|------------|------------------|-------------|-----------------|-------------|
| Approaching/Leaving Vehicle | 4 | 14 | 0 | 18 | 2.1% |
| Entering/Crossing Location | 25 | 120 | 4 | 149 | 17.1% |
| Playing/Working On Vehicle | 2 | 6 | 2 | 10 | 1.2% |
| Pushing Vehicle | 1 | 6 | 0 | 7 | 0.8% |
| Standing | 14 | 78 | 4 | 96 | 11.0% |
| Walking/Playing/Cycling | 57 | 419 | 25 | 501 | 57.7% |
| Working | 2 | 15 | 0 | 17 | 2.0% |
| Other | 6 | 53 | 5 | 64 | 7.4% |
| Unknown | 2 | 4 | 1 | 7 | 0.8% |
| TOTALS | 113 | 715 | 41 | 869 | 100% |

| Pedestrian Contributed to Collision? | Fatal Collision | Injury Collision | PDO* Collision | Total Pedestrians | Percent |
|--------------------------------------|-----------------|------------------|----------------|-------------------|-------------|
| No | 23 | 282 | 11 | 316 | 36.4% |
| Unknown | 0 | 4 | 0 | 4 | 0.5% |
| Yes | 99 | 435 | 15 | 549 | 63.2% |
| TOTALS | 122 | 721 | 26 | 869 | 100% |

| Other Unit Type Contributed to Collision? | Fatal Collision | Injury Collision | PDO* Collision | Total Units | Percent |
|---|-----------------|------------------|----------------|-------------|-------------|
| No | 120 | 479 | 18 | 617 | 65.5% |
| Unknown | 1 | 4 | 1 | 6 | 0.6% |
| Yes | 23 | 284 | 12 | 319 | 33.9% |
| TOTALS | 144 | 767 | 31 | 942 | 100% |

*Property Damage Only

Traffic Collisions Involving a Train

| Collisions By Year | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|--------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| 2007 | 4 | 20 | 24 | 48 | 4 | 27 |
| 2008 | 3 | 7 | 36 | 46 | 4 | 15 |
| 2009 | 2 | 14 | 15 | 31 | 5 | 22 |
| 2010 | 3 | 14 | 29 | 46 | 3 | 20 |
| 2011 | 3 | 9 | 16 | 28 | 4 | 15 |
| TOTALS | 15 | 64 | 120 | 199 | 20 | 99 |

| Collisions By Month - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|----------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| January | 0 | 0 | 2 | 2 | 0 | 0 |
| February | 0 | 0 | 0 | 0 | 0 | 0 |
| March | 0 | 0 | 1 | 1 | 0 | 0 |
| April | 0 | 0 | 0 | 0 | 0 | 0 |
| May | 1 | 1 | 2 | 4 | 1 | 4 |
| June | 1 | 3 | 1 | 5 | 2 | 3 |
| July | 0 | 1 | 2 | 3 | 0 | 3 |
| August | 0 | 0 | 2 | 2 | 0 | 0 |
| September | 0 | 1 | 2 | 3 | 0 | 1 |
| October | 0 | 1 | 1 | 2 | 0 | 2 |
| November | 0 | 0 | 0 | 0 | 0 | 0 |
| December | 1 | 2 | 3 | 6 | 1 | 2 |
| TOTALS | 3 | 9 | 16 | 28 | 4 | 15 |

| Collisions By Light & Weather - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|--------------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| Day & Clear/Cloudy | 2 | 3 | 12 | 17 | 3 | 6 |
| Day & Rain | 0 | 1 | 0 | 1 | 0 | 1 |
| Day & Other Weather | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark & Clear/Cloudy | 1 | 4 | 3 | 8 | 1 | 7 |
| Dark & Rain | 0 | 1 | 1 | 2 | 0 | 1 |
| Dark & Other Weather | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTALS | 3 | 9 | 16 | 28 | 4 | 15 |

| Collisions By Day of Week - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|----------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| Sunday | 1 | 1 | 1 | 3 | 1 | 1 |
| Monday | 1 | 2 | 2 | 5 | 2 | 3 |
| Tuesday | 0 | 0 | 0 | 0 | 0 | 0 |
| Wednesday | 0 | 1 | 1 | 2 | 0 | 1 |
| Thursday | 0 | 2 | 6 | 8 | 0 | 2 |
| Friday | 1 | 1 | 6 | 8 | 1 | 4 |
| Saturday | 0 | 2 | 0 | 2 | 0 | 4 |
| TOTALS | 3 | 9 | 16 | 28 | 4 | 15 |

| Collisions By Time of Day - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|----------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| 12:01am - 3:00am | 1 | 0 | 0 | 1 | 1 | 0 |
| 3:01am - 6:00am | 0 | 0 | 2 | 2 | 0 | 0 |
| 6:01am - 9:00am | 1 | 0 | 4 | 5 | 2 | 0 |
| 9:01am - Noon | 1 | 3 | 0 | 4 | 1 | 6 |
| 12:01pm - 3:00pm | 0 | 1 | 2 | 3 | 0 | 1 |
| 3:01pm - 6:00pm | 0 | 0 | 4 | 4 | 0 | 0 |
| 6:01pm - 9:00pm | 0 | 2 | 3 | 5 | 0 | 3 |
| 9:01pm - Midnight | 0 | 3 | 1 | 4 | 0 | 5 |
| TOTALS | 3 | 9 | 16 | 28 | 4 | 15 |

| Collisions By Route Category - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|-------------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| Interstate | 0 | 1 | 0 | 1 | 0 | 1 |
| US Primary | 0 | 1 | 1 | 2 | 0 | 1 |
| SC Primary | 0 | 1 | 1 | 2 | 0 | 3 |
| Secondary | 3 | 5 | 9 | 17 | 4 | 8 |
| County | 0 | 1 | 5 | 6 | 0 | 2 |
| TOTALS | 3 | 9 | 16 | 28 | 4 | 15 |

*Property Damage Only

**Includes all fatalities and injuries of all vehicles in the collisions

TRAFFIC COLLISIONS INVOLVING TRAINS AND OTHER DRIVERS/UNITS

| Collisions by Traffic Control Type - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|--|------------------------|-------------------------|-----------------------|-------------------------|-------------------------|--------------------------|
| Stop And Go Light | 0 | 0 | 1 | 1 | 0 | 0 |
| RR (X-Bucks, Lights And Gates) | 1 | 2 | 8 | 11 | 1 | 7 |
| RR (X-Bucks And Lights) | 1 | 4 | 1 | 6 | 1 | 4 |
| RR (X-Bucks Only) | 1 | 1 | 4 | 6 | 2 | 1 |
| Pavement Markings(Only) | 0 | 1 | 0 | 1 | 0 | 1 |
| Stop Sign | 0 | 1 | 0 | 1 | 0 | 2 |
| Yield Sign | 0 | 0 | 1 | 1 | 0 | 0 |
| None | 0 | 0 | 1 | 1 | 0 | 0 |
| TOTALS | 3 | 9 | 16 | 28 | 4 | 15 |

| Other Unit Types Involved in Train Collisions | Fatal Collision | Injury Collision | PDO* Collision | Total Units | Percent |
|--|------------------------|-------------------------|-----------------------|--------------------|----------------|
| Automobile | 2 | 10 | 9 | 21 | 60.0% |
| Pickup Truck | 0 | 2 | 2 | 4 | 11.4% |
| Truck Tractor | 0 | 0 | 1 | 1 | 2.9% |
| Other Truck | 1 | 0 | 2 | 3 | 8.6% |
| Mini Van | 0 | 1 | 2 | 3 | 8.6% |
| SUV | 0 | 2 | 0 | 2 | 5.7% |
| Other | 0 | 0 | 1 | 1 | 2.9% |
| TOTALS | 3 | 15 | 17 | 35 | 100% |

*Property Damage Only

**Includes all fatalities and injuries of all vehicles in the collisions

Traffic Collisions Involving a SUV

| Collisions By Year | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|--------------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| 2007 | 236 | 8,284 | 22,700 | 31,220 | 271 | 13,616 |
| 2008 | 176 | 8,357 | 22,189 | 30,722 | 197 | 13,515 |
| 2009 | 190 | 9,094 | 23,367 | 32,651 | 214 | 15,342 |
| 2010 | 184 | 9,288 | 24,252 | 33,724 | 207 | 15,558 |
| 2011 | 185 | 8,839 | 23,391 | 32,415 | 204 | 14,510 |
| TOTALS | 971 | 43,862 | 115,899 | 160,732 | 1,093 | 72,541 |
| Collisions By Month - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
| January | 8 | 623 | 1,731 | 2,362 | 10 | 1,015 |
| February | 18 | 578 | 1,551 | 2,147 | 20 | 963 |
| March | 14 | 652 | 1,722 | 2,388 | 14 | 1,068 |
| April | 15 | 783 | 1,967 | 2,765 | 16 | 1,248 |
| May | 20 | 744 | 1,944 | 2,708 | 21 | 1,187 |
| June | 10 | 714 | 1,859 | 2,583 | 10 | 1,189 |
| July | 20 | 835 | 1,985 | 2,840 | 26 | 1,452 |
| August | 18 | 764 | 1,969 | 2,751 | 22 | 1,298 |
| September | 15 | 742 | 2,074 | 2,831 | 15 | 1,214 |
| October | 17 | 824 | 2,244 | 3,085 | 17 | 1,330 |
| November | 18 | 800 | 2,216 | 3,034 | 21 | 1,275 |
| December | 12 | 780 | 2,129 | 2,921 | 12 | 1,271 |
| TOTALS | 185 | 8,839 | 23,391 | 32,415 | 204 | 14,510 |
| Collisions By Light & Weather - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
| Day & Clear/Cloudy | 91 | 5,632 | 16,083 | 21,806 | 104 | 9,260 |
| Day & Rain | 6 | 575 | 1,798 | 2,379 | 7 | 898 |
| Day & Other Weather | 1 | 46 | 138 | 185 | 1 | 69 |
| Dark & Clear/Cloudy | 78 | 2,232 | 4,468 | 6,778 | 82 | 3,720 |
| Dark & Rain | 8 | 302 | 791 | 1,101 | 9 | 477 |
| Dark & Other Weather | 1 | 52 | 113 | 166 | 1 | 86 |
| TOTALS | 185 | 8,839 | 23,391 | 32,415 | 204 | 14,510 |
| Collisions By Day of Week - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
| Sunday | 19 | 889 | 2,008 | 2,916 | 21 | 1,579 |
| Monday | 26 | 1,219 | 3,335 | 4,580 | 30 | 2,006 |
| Tuesday | 20 | 1,278 | 3,512 | 4,810 | 21 | 2,018 |
| Wednesday | 24 | 1,270 | 3,566 | 4,860 | 28 | 2,056 |
| Thursday | 26 | 1,295 | 3,556 | 4,877 | 27 | 2,097 |
| Friday | 36 | 1,611 | 4,427 | 6,074 | 40 | 2,613 |
| Saturday | 34 | 1,277 | 2,987 | 4,298 | 37 | 2,141 |
| TOTALS | 185 | 8,839 | 23,391 | 32,415 | 204 | 14,510 |
| Collisions By Time of Day - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
| 12:01am - 3:00am | 23 | 384 | 730 | 1,137 | 25 | 637 |
| 3:01am - 6:00am | 10 | 293 | 506 | 809 | 10 | 419 |
| 6:01am - 9:00am | 18 | 1,092 | 3,170 | 4,280 | 18 | 1,652 |
| 9:01am - Noon | 26 | 1,053 | 3,092 | 4,171 | 29 | 1,704 |
| 12:01pm - 3:00pm | 26 | 1,718 | 4,780 | 6,524 | 30 | 2,846 |
| 3:01pm - 6:00pm | 29 | 2,269 | 6,650 | 8,948 | 36 | 3,805 |
| 6:01pm - 9:00pm | 31 | 1,295 | 3,120 | 4,446 | 32 | 2,150 |
| 9:01pm - Midnight | 22 | 735 | 1,343 | 2,100 | 24 | 1,297 |
| TOTALS | 185 | 8,839 | 23,391 | 32,415 | 204 | 14,510 |
| Collisions By Route Category - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
| Interstate | 40 | 746 | 2,342 | 3,128 | 47 | 1,229 |
| US Primary | 49 | 2,548 | 6,393 | 8,990 | 54 | 4,414 |
| SC Primary | 34 | 2,127 | 5,156 | 7,317 | 34 | 3,491 |
| Secondary | 54 | 2,855 | 7,273 | 10,182 | 61 | 4,580 |
| County | 8 | 563 | 2,227 | 2,798 | 8 | 796 |
| TOTALS | 185 | 8,839 | 23,391 | 32,415 | 204 | 14,510 |

*Property Damage Only

**Includes all fatalities and injuries of all vehicles in the collisions

DRIVERS IN TRAFFIC COLLISIONS INVOLVING SUV'S

| SUV Driver Age | Fatal Collision | Injury Collision | PDO* Collision | Total Drivers | Percent |
|----------------|-----------------|------------------|----------------|---------------|-------------|
| Under 15 | 0 | 7 | 23 | 30 | 0.1% |
| 15-19 | 13 | 1,039 | 2,952 | 4,004 | 10.9% |
| 20-24 | 32 | 1,280 | 3,147 | 4,459 | 12.2% |
| 25-34 | 47 | 2,169 | 5,533 | 7,749 | 21.2% |
| 35-44 | 34 | 1,939 | 5,034 | 7,007 | 19.1% |
| 45-54 | 27 | 1,482 | 3,960 | 5,469 | 14.9% |
| 55-64 | 14 | 1,048 | 2,879 | 3,941 | 10.8% |
| 65-74 | 15 | 471 | 1,419 | 1,905 | 5.2% |
| 75+ | 5 | 182 | 460 | 647 | 1.8% |
| Unknown | 3 | 282 | 1,098 | 1,383 | 3.8% |
| TOTALS | 190 | 9,899 | 26,505 | 36,594 | 100% |

| SUV Driver Gender | Fatal Collision | Injury Collision | PDO* Collision | Total Drivers | Percent |
|-------------------|-----------------|------------------|----------------|---------------|-------------|
| Female | 85 | 5,396 | 14,156 | 19,637 | 53.7% |
| Male | 102 | 4,260 | 11,397 | 15,759 | 43.1% |
| Other | 0 | 0 | 0 | 0 | 0.0% |
| Unknown | 3 | 243 | 952 | 1,198 | 3.3% |
| TOTALS | 190 | 9,899 | 26,505 | 36,594 | 100% |

| SUV Driver Contributed to Collision? | Fatal Collision | Injury Collision | PDO* Collision | Total Drivers | Percent |
|--------------------------------------|-----------------|------------------|----------------|---------------|-------------|
| No | 78 | 4,715 | 13,791 | 18,584 | 50.8% |
| Unknown | 1 | 17 | 39 | 57 | 0.2% |
| Yes | 111 | 5,167 | 12,675 | 17,953 | 49.1% |
| TOTALS | 190 | 9,899 | 26,505 | 36,594 | 100% |

| Other Unit Type Contributed to Collision? | Fatal Collision | Injury Collision | PDO* Collision | Total Units | Percent |
|---|-----------------|------------------|----------------|---------------|-------------|
| No | 62 | 4,288 | 10,017 | 14,367 | 51.0% |
| Unknown | 2 | 19 | 34 | 55 | 0.2% |
| Yes | 79 | 3,512 | 10,131 | 13,722 | 48.8% |
| TOTALS | 143 | 7,819 | 20,182 | 28,144 | 100% |

*Property Damage Only

Traffic Collisions Involving a Truck Tractor

| Collisions By Year | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|--------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| 2007 | 61 | 1,023 | 3,075 | 4,159 | 73 | 1,499 |
| 2008 | 49 | 796 | 2,482 | 3,327 | 55 | 1,136 |
| 2009 | 67 | 691 | 2,106 | 2,864 | 71 | 1,057 |
| 2010 | 46 | 796 | 2,392 | 3,234 | 52 | 1,167 |
| 2011 | 62 | 685 | 2,103 | 2,850 | 73 | 977 |
| TOTALS | 285 | 3,991 | 12,158 | 16,434 | 324 | 5,836 |

| Collisions By Month - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|----------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| January | 3 | 28 | 136 | 167 | 3 | 37 |
| February | 5 | 33 | 109 | 147 | 6 | 51 |
| March | 6 | 39 | 132 | 177 | 6 | 50 |
| April | 5 | 65 | 157 | 227 | 7 | 84 |
| May | 8 | 70 | 191 | 269 | 10 | 97 |
| June | 5 | 50 | 195 | 250 | 7 | 69 |
| July | 7 | 75 | 187 | 269 | 10 | 125 |
| August | 4 | 59 | 187 | 250 | 5 | 84 |
| September | 5 | 62 | 199 | 266 | 5 | 81 |
| October | 4 | 68 | 205 | 277 | 4 | 98 |
| November | 8 | 77 | 214 | 299 | 8 | 121 |
| December | 2 | 59 | 191 | 252 | 2 | 80 |
| TOTALS | 62 | 685 | 2,103 | 2,850 | 73 | 977 |

| Collisions By Light & Weather - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|--------------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| Day & Clear/Cloudy | 36 | 450 | 1,445 | 1,931 | 46 | 649 |
| Day & Rain | 1 | 38 | 126 | 165 | 1 | 52 |
| Day & Other Weather | 1 | 6 | 16 | 23 | 1 | 6 |
| Dark & Clear/Cloudy | 23 | 160 | 418 | 601 | 24 | 223 |
| Dark & Rain | 1 | 26 | 83 | 110 | 1 | 41 |
| Dark & Other Weather | 0 | 5 | 15 | 20 | 0 | 6 |
| TOTALS | 62 | 685 | 2,103 | 2,850 | 73 | 977 |

| Collisions By Day of Week - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|----------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| Sunday | 2 | 32 | 69 | 103 | 3 | 51 |
| Monday | 13 | 99 | 330 | 442 | 14 | 139 |
| Tuesday | 16 | 127 | 402 | 545 | 20 | 183 |
| Wednesday | 7 | 139 | 421 | 567 | 7 | 193 |
| Thursday | 12 | 115 | 397 | 524 | 14 | 162 |
| Friday | 6 | 124 | 353 | 483 | 6 | 176 |
| Saturday | 6 | 49 | 131 | 186 | 9 | 73 |
| TOTALS | 62 | 685 | 2,103 | 2,850 | 73 | 977 |

| Collisions By Time of Day - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|----------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| 12:01am - 3:00am | 7 | 33 | 81 | 121 | 8 | 52 |
| 3:01am - 6:00am | 5 | 38 | 122 | 165 | 5 | 49 |
| 6:01am - 9:00am | 12 | 126 | 322 | 460 | 13 | 182 |
| 9:01am - Noon | 12 | 128 | 390 | 530 | 16 | 187 |
| 12:01pm - 3:00pm | 7 | 115 | 459 | 581 | 8 | 151 |
| 3:01pm - 6:00pm | 8 | 142 | 394 | 544 | 12 | 209 |
| 6:01pm - 9:00pm | 7 | 53 | 212 | 272 | 7 | 77 |
| 9:01pm - Midnight | 4 | 50 | 123 | 177 | 4 | 70 |
| TOTALS | 62 | 685 | 2,103 | 2,850 | 73 | 977 |

| Collisions By Route Category - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|-------------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| Interstate | 19 | 234 | 838 | 1,091 | 22 | 317 |
| US Primary | 20 | 199 | 469 | 688 | 24 | 304 |
| SC Primary | 16 | 148 | 359 | 523 | 18 | 205 |
| Secondary | 7 | 93 | 344 | 444 | 9 | 137 |
| County | 0 | 11 | 93 | 104 | 0 | 14 |
| TOTALS | 62 | 685 | 2,103 | 2,850 | 73 | 977 |

*Property Damage Only

**Includes all fatalities and injuries of all vehicles in the collisions

TRUCK TRACTOR COLLISIONS AND CONTRIBUTING DRIVERS/UNITS

| Vehicle Attachment Type | Fatal Collision | Injury Collision | PDO* Collision | Total Drivers | Percent |
|-------------------------|-----------------|------------------|----------------|---------------|-------------|
| None | 5 | 52 | 224 | 281 | 9.4% |
| Mobile Home | 0 | 1 | 4 | 5 | 0.2% |
| Semi-Trailer | 42 | 527 | 1,658 | 2,227 | 74.4% |
| Utility Trailer | 0 | 4 | 8 | 12 | 0.4% |
| Farm Trailer | 0 | 0 | 10 | 10 | 0.3% |
| Trailer With Boat | 0 | 0 | 1 | 1 | 0.0% |
| Camper Trailer | 0 | 0 | 0 | 0 | 0.0% |
| Towed Motor Vehicle | 0 | 0 | 3 | 3 | 0.1% |
| Petroleum Tanker | 4 | 19 | 23 | 46 | 1.5% |
| Lowboy Trailer | 1 | 9 | 38 | 48 | 1.6% |
| Auto Carrier Trailer | 2 | 7 | 23 | 32 | 1.1% |
| Other Tanker | 1 | 10 | 33 | 44 | 1.5% |
| Flat Bed | 5 | 53 | 114 | 172 | 5.7% |
| Twin Trailers | 2 | 9 | 18 | 29 | 1.0% |
| Other | 2 | 17 | 63 | 82 | 2.7% |
| Unknown | 0 | 0 | 1 | 1 | 0.0% |
| TOTALS | 64 | 708 | 2,221 | 2,993 | 100% |

| Truck Tractor Driver Contributed to Collision? | Fatal Collision | Injury Collision | PDO* Collision | Total Drivers | Percent |
|--|-----------------|------------------|----------------|---------------|-------------|
| No | 37 | 360 | 974 | 1,371 | 45.8% |
| Unknown | 0 | 0 | 8 | 8 | 0.3% |
| Yes | 27 | 348 | 1,239 | 1,614 | 53.9% |
| TOTALS | 64 | 708 | 2,221 | 2,993 | 100% |

| Other Unit Types By Contributed to Collision | | Fatal Collision | Injury Collision | PDO* Collision | Total Units |
|--|-------|-----------------|------------------|----------------|--------------|
| Automobile | No | 12 | 206 | 674 | 892 |
| Automobile | Yes | 19 | 168 | 410 | 597 |
| Automobile | Total | 31 | 374 | 1,084 | 1,489 |
| Pickup Truck | No | 2 | 54 | 162 | 218 |
| Pickup Truck | Yes | 7 | 47 | 124 | 178 |
| Pickup Truck | Total | 9 | 101 | 286 | 396 |
| Other Truck | No | 0 | 7 | 26 | 33 |
| Other Truck | Yes | 0 | 8 | 29 | 37 |
| Other Truck | Total | 0 | 15 | 55 | 70 |
| Full Size Van | No | 0 | 10 | 22 | 32 |
| Full Size Van | Yes | 0 | 5 | 10 | 15 |
| Full Size Van | Total | 0 | 15 | 32 | 47 |
| Mini Van | No | 2 | 13 | 59 | 74 |
| Mini Van | Yes | 1 | 21 | 17 | 39 |
| Mini Van | Total | 3 | 34 | 76 | 113 |
| SUV | No | 6 | 70 | 157 | 233 |
| SUV | Yes | 3 | 57 | 123 | 183 |
| SUV | Total | 9 | 127 | 280 | 416 |
| Motorcycle | No | 0 | 3 | 6 | 9 |
| Motorcycle | Yes | 2 | 2 | 0 | 4 |
| Motorcycle | Total | 2 | 5 | 6 | 13 |
| Pedalcycle | Yes | 0 | 1 | 0 | 1 |
| Pedalcycle | Total | 0 | 1 | 0 | 1 |
| Pedestrian | No | 0 | 3 | 1 | 4 |
| Pedestrian | Yes | 7 | 3 | 1 | 11 |
| Pedestrian | Total | 7 | 6 | 2 | 15 |
| Other | No | 2 | 8 | 18 | 28 |
| Other | Yes | 0 | 8 | 8 | 16 |
| Other | Total | 2 | 16 | 26 | 44 |
| Unknown (Hit & Run Only) | Yes | 0 | 1 | 9 | 10 |
| Unknown (Hit & Run Only) | Total | 0 | 1 | 9 | 10 |
| TOTALS | | 63 | 695 | 1,856 | 2,614 |

*Property Damage Only

**Includes all fatalities and injuries of all vehicles in the collisions

Traffic Collisions Involving a Full-size Or Mini-Van

| Collisions By Year | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|--------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| 2007 | 63 | 3,340 | 8,579 | 11,982 | 70 | 5,905 |
| 2008 | 64 | 3,089 | 7,868 | 11,021 | 71 | 5,341 |
| 2009 | 51 | 3,057 | 7,638 | 10,746 | 59 | 5,390 |
| 2010 | 50 | 3,004 | 7,361 | 10,415 | 58 | 5,340 |
| 2011 | 54 | 2,754 | 6,965 | 9,773 | 55 | 4,837 |
| TOTALS | 282 | 15,244 | 38,411 | 53,937 | 313 | 26,813 |

| Collisions By Month - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|----------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| January | 5 | 174 | 478 | 657 | 5 | 313 |
| February | 4 | 219 | 488 | 711 | 4 | 388 |
| March | 3 | 207 | 584 | 794 | 3 | 359 |
| April | 4 | 239 | 585 | 828 | 5 | 400 |
| May | 5 | 249 | 572 | 826 | 5 | 457 |
| June | 4 | 239 | 572 | 815 | 4 | 412 |
| July | 5 | 250 | 589 | 844 | 5 | 466 |
| August | 4 | 230 | 597 | 831 | 4 | 397 |
| September | 7 | 229 | 541 | 777 | 7 | 411 |
| October | 5 | 243 | 647 | 895 | 5 | 431 |
| November | 4 | 241 | 634 | 879 | 4 | 400 |
| December | 4 | 234 | 678 | 916 | 4 | 403 |
| TOTALS | 54 | 2,754 | 6,965 | 9,773 | 55 | 4,837 |

| Collisions By Light & Weather - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|--------------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| Day & Clear/Cloudy | 35 | 1,946 | 5,084 | 7,065 | 36 | 3,435 |
| Day & Rain | 0 | 180 | 512 | 692 | 0 | 313 |
| Day & Other Weather | 0 | 9 | 27 | 36 | 0 | 10 |
| Dark & Clear/Cloudy | 14 | 530 | 1,140 | 1,684 | 14 | 924 |
| Dark & Rain | 3 | 76 | 174 | 253 | 3 | 138 |
| Dark & Other Weather | 2 | 13 | 28 | 43 | 2 | 17 |
| TOTALS | 54 | 2,754 | 6,965 | 9,773 | 55 | 4,837 |

| Collisions By Day of Week - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|----------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| Sunday | 6 | 228 | 550 | 784 | 6 | 457 |
| Monday | 4 | 418 | 1,055 | 1,477 | 4 | 728 |
| Tuesday | 8 | 415 | 1,098 | 1,521 | 9 | 690 |
| Wednesday | 7 | 421 | 1,096 | 1,524 | 7 | 700 |
| Thursday | 11 | 411 | 1,078 | 1,500 | 11 | 754 |
| Friday | 8 | 503 | 1,278 | 1,789 | 8 | 845 |
| Saturday | 10 | 358 | 810 | 1,178 | 10 | 663 |
| TOTALS | 54 | 2,754 | 6,965 | 9,773 | 55 | 4,837 |

| Collisions By Time of Day - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|----------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| 12:01am - 3:00am | 4 | 78 | 154 | 236 | 4 | 132 |
| 3:01am - 6:00am | 0 | 53 | 122 | 175 | 0 | 72 |
| 6:01am - 9:00am | 9 | 339 | 929 | 1,277 | 9 | 562 |
| 9:01am - Noon | 6 | 419 | 1,028 | 1,453 | 6 | 709 |
| 12:01pm - 3:00pm | 8 | 587 | 1,635 | 2,230 | 9 | 1,054 |
| 3:01pm - 6:00pm | 12 | 750 | 1,938 | 2,700 | 12 | 1,318 |
| 6:01pm - 9:00pm | 9 | 347 | 821 | 1,177 | 9 | 651 |
| 9:01pm - Midnight | 6 | 181 | 338 | 525 | 6 | 339 |
| TOTALS | 54 | 2,754 | 6,965 | 9,773 | 55 | 4,837 |

| Collisions By Route Category - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|-------------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| Interstate | 8 | 198 | 704 | 910 | 8 | 354 |
| US Primary | 21 | 914 | 1,903 | 2,838 | 22 | 1,654 |
| SC Primary | 13 | 693 | 1,629 | 2,335 | 13 | 1,240 |
| Secondary | 10 | 788 | 2,128 | 2,926 | 10 | 1,341 |
| County | 2 | 161 | 601 | 764 | 2 | 248 |
| TOTALS | 54 | 2,754 | 6,965 | 9,773 | 55 | 4,837 |

*Property Damage Only

**Includes all fatalities and injuries of all vehicles in the collisions

DRIVERS IN FULL-SIZE AND MINI-VAN COLLISIONS

| VAN Driver Age | Fatal Collision | Injury Collision | PDO* Collision | Total Drivers | Percent |
|-----------------------|------------------------|-------------------------|-----------------------|----------------------|----------------|
| Under 15 | 0 | 0 | 8 | 8 | 0.1% |
| 15-19 | 1 | 131 | 335 | 467 | 4.6% |
| 20-24 | 2 | 155 | 421 | 578 | 5.7% |
| 25-34 | 9 | 542 | 1,335 | 1,886 | 18.6% |
| 35-44 | 12 | 659 | 1,688 | 2,359 | 23.2% |
| 45-54 | 7 | 550 | 1,384 | 1,941 | 19.1% |
| 55-64 | 9 | 391 | 914 | 1,314 | 12.9% |
| 65-74 | 9 | 218 | 580 | 807 | 7.9% |
| 75+ | 6 | 131 | 267 | 404 | 4.0% |
| Unknown | 1 | 87 | 311 | 399 | 3.9% |
| TOTALS | 56 | 2,864 | 7,243 | 10,163 | 100% |

| VAN Driver Gender | Fatal Collision | Injury Collision | PDO* Collision | Total Drivers | Percent |
|--------------------------|------------------------|-------------------------|-----------------------|----------------------|----------------|
| Female | 25 | 1,365 | 3,317 | 4,707 | 46.3% |
| Male | 30 | 1,423 | 3,663 | 5,116 | 50.3% |
| Other | 0 | 0 | 0 | 0 | 0.0% |
| Unknown | 1 | 76 | 263 | 340 | 3.3% |
| TOTALS | 56 | 2,864 | 7,243 | 10,163 | 100% |

| VAN Driver Contributed to Collision? | Fatal Collision | Injury Collision | PDO* Collision | Total Drivers | Percent |
|---|------------------------|-------------------------|-----------------------|----------------------|----------------|
| No | 30 | 1,493 | 3,768 | 5,291 | 52.1% |
| Unknown | 0 | 7 | 12 | 19 | 0.2% |
| Yes | 26 | 1,364 | 3,463 | 4,853 | 47.8% |
| TOTALS | 56 | 2,864 | 7,243 | 10,163 | 100% |

| Other Unit Type Contributed to Collision? | Fatal Collision | Injury Collision | PDO* Collision | Total Units | Percent |
|--|------------------------|-------------------------|-----------------------|--------------------|----------------|
| No | 33 | 1,665 | 3,643 | 5,341 | 53.1% |
| Unknown | 0 | 7 | 13 | 20 | 0.2% |
| Yes | 28 | 1,352 | 3,317 | 4,697 | 46.7% |
| TOTALS | 61 | 3,024 | 6,973 | 10,058 | 100% |

*Property Damage Only

Traffic Collisions Involving a Pickup Truck

| Collisions By Year | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
|--------------------------------------|-----------------|------------------|----------------|------------------|------------------|-------------------|
| 2007 | 280 | 8,386 | 23,315 | 31,981 | 310 | 13,071 |
| 2008 | 197 | 7,901 | 20,780 | 28,878 | 215 | 11,997 |
| 2009 | 216 | 7,885 | 21,087 | 29,188 | 244 | 12,102 |
| 2010 | 191 | 7,965 | 21,026 | 29,182 | 199 | 12,433 |
| 2011 | 181 | 7,547 | 19,817 | 27,545 | 196 | 11,853 |
| TOTALS | 1,065 | 39,684 | 106,025 | 146,774 | 1,164 | 61,456 |
| Collisions By Month - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
| January | 9 | 556 | 1,522 | 2,087 | 10 | 861 |
| February | 17 | 500 | 1,335 | 1,852 | 17 | 771 |
| March | 15 | 569 | 1,580 | 2,164 | 17 | 876 |
| April | 16 | 715 | 1,637 | 2,368 | 16 | 1,100 |
| May | 15 | 636 | 1,655 | 2,306 | 17 | 1,011 |
| June | 13 | 593 | 1,606 | 2,212 | 14 | 963 |
| July | 13 | 651 | 1,626 | 2,290 | 13 | 1,089 |
| August | 15 | 611 | 1,662 | 2,288 | 17 | 942 |
| September | 18 | 612 | 1,700 | 2,330 | 20 | 981 |
| October | 23 | 716 | 1,829 | 2,568 | 28 | 1,119 |
| November | 15 | 639 | 1,855 | 2,509 | 15 | 979 |
| December | 12 | 749 | 1,810 | 2,571 | 12 | 1,161 |
| TOTALS | 181 | 7,547 | 19,817 | 27,545 | 196 | 11,853 |
| Collisions By Light & Weather - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
| Day & Clear/Cloudy | 83 | 4,883 | 13,562 | 18,528 | 91 | 7,771 |
| Day & Rain | 8 | 456 | 1,507 | 1,971 | 9 | 716 |
| Day & Other Weather | 0 | 27 | 119 | 146 | 0 | 41 |
| Dark & Clear/Cloudy | 77 | 1,906 | 3,803 | 5,786 | 83 | 2,923 |
| Dark & Rain | 9 | 224 | 712 | 945 | 9 | 326 |
| Dark & Other Weather | 4 | 51 | 114 | 169 | 4 | 76 |
| TOTALS | 181 | 7,547 | 19,817 | 27,545 | 196 | 11,853 |
| Collisions By Day of Week - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
| Sunday | 18 | 673 | 1,655 | 2,346 | 18 | 1,078 |
| Monday | 19 | 1,046 | 2,888 | 3,953 | 20 | 1,587 |
| Tuesday | 20 | 1,160 | 2,978 | 4,158 | 22 | 1,792 |
| Wednesday | 21 | 1,049 | 2,999 | 4,069 | 23 | 1,610 |
| Thursday | 29 | 1,103 | 3,165 | 4,297 | 33 | 1,699 |
| Friday | 36 | 1,408 | 3,638 | 5,082 | 41 | 2,281 |
| Saturday | 38 | 1,108 | 2,494 | 3,640 | 39 | 1,806 |
| TOTALS | 181 | 7,547 | 19,817 | 27,545 | 196 | 11,853 |
| Collisions By Time of Day - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
| 12:01am - 3:00am | 21 | 332 | 642 | 995 | 22 | 477 |
| 3:01am - 6:00am | 11 | 260 | 539 | 810 | 12 | 386 |
| 6:01am - 9:00am | 21 | 904 | 2,696 | 3,621 | 23 | 1,308 |
| 9:01am - Noon | 15 | 966 | 2,910 | 3,891 | 17 | 1,511 |
| 12:01pm - 3:00pm | 25 | 1,569 | 4,098 | 5,692 | 27 | 2,489 |
| 3:01pm - 6:00pm | 27 | 1,843 | 5,247 | 7,117 | 31 | 3,026 |
| 6:01pm - 9:00pm | 32 | 1,104 | 2,579 | 3,715 | 35 | 1,760 |
| 9:01pm - Midnight | 29 | 569 | 1,106 | 1,704 | 29 | 896 |
| TOTALS | 181 | 7,547 | 19,817 | 27,545 | 196 | 11,853 |
| Collisions By Route Category - 2011 | Fatal Collision | Injury Collision | PDO* Collision | Total Collisions | Persons Killed** | Persons Injured** |
| Interstate | 23 | 523 | 1,871 | 2,417 | 26 | 833 |
| US Primary | 39 | 2,201 | 5,412 | 7,652 | 45 | 3,646 |
| SC Primary | 51 | 1,942 | 4,725 | 6,718 | 55 | 3,067 |
| Secondary | 61 | 2,401 | 6,135 | 8,597 | 63 | 3,677 |
| County | 7 | 480 | 1,674 | 2,161 | 7 | 630 |
| TOTALS | 181 | 7,547 | 19,817 | 27,545 | 196 | 11,853 |

*Property Damage Only

**Includes all fatalities and injuries of all vehicles in the collisions

PICKUP TRUCK DRIVERS, CONTRIBUTING DRIVERS, AND VICTIMS

| Pickup Truck Driver Age | Fatal Collision | Injury Collision | PDO* Collision | Total Drivers | Percent |
|-------------------------|-----------------|------------------|----------------|---------------|-------------|
| Under 15 | 0 | 8 | 13 | 21 | 0.1% |
| 15-19 | 8 | 786 | 2,003 | 2,797 | 9.3% |
| 20-24 | 25 | 799 | 2,211 | 3,035 | 10.1% |
| 25-34 | 26 | 1,432 | 3,627 | 5,085 | 16.9% |
| 35-44 | 41 | 1,386 | 3,701 | 5,128 | 17.0% |
| 45-54 | 47 | 1,472 | 3,884 | 5,403 | 17.9% |
| 55-64 | 29 | 1,134 | 2,900 | 4,063 | 13.5% |
| 65-74 | 9 | 595 | 1,433 | 2,037 | 6.8% |
| 75+ | 2 | 273 | 635 | 910 | 3.0% |
| Unknown | 5 | 373 | 1,311 | 1,689 | 5.6% |
| TOTALS | 192 | 8,258 | 21,718 | 30,168 | 100% |

| Pickup Truck Driver Gender | Fatal Collision | Injury Collision | PDO* Collision | Total Drivers | Percent |
|----------------------------|-----------------|------------------|----------------|---------------|-------------|
| Female | 24 | 1,259 | 2,918 | 4,201 | 13.9% |
| Male | 163 | 6,664 | 17,653 | 24,480 | 81.1% |
| Other | 0 | 0 | 0 | 0 | 0.0% |
| Unknown | 5 | 335 | 1,147 | 1,487 | 4.9% |
| TOTALS | 192 | 8,258 | 21,718 | 30,168 | 100% |

| Pickup Truck Driver Contributed to Collision? | Fatal Collision | Injury Collision | PDO* Collision | Total Drivers | Percent |
|---|-----------------|------------------|----------------|---------------|-------------|
| No | 66 | 3,682 | 10,169 | 13,917 | 46.1% |
| Unknown | 0 | 17 | 30 | 47 | 0.2% |
| Yes | 126 | 4,559 | 11,519 | 16,204 | 53.7% |
| TOTALS | 192 | 8,258 | 21,718 | 30,168 | 100% |

| Other Unit Type Contributed to Collision? | Fatal Collision | Injury Collision | PDO* Collision | Total Units | Percent |
|---|-----------------|------------------|----------------|---------------|-------------|
| No | 79 | 4,047 | 9,430 | 13,556 | 55.6% |
| Unknown | 1 | 17 | 31 | 49 | 0.2% |
| Yes | 63 | 2,895 | 7,801 | 10,759 | 44.2% |
| TOTALS | 143 | 6,959 | 17,262 | 24,364 | 100% |

| Injury Severity of Pickup Truck Bed Occupants | | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Occupants |
|---|--------------|-----------|-----------------|---------------------------|-----------------------|--------------|-----------------|
| Female | Under 15 | 1 | 1 | 1 | 0 | 0 | 3 |
| Female | 15-19 | 1 | 1 | 2 | 0 | 0 | 4 |
| Female | 20-24 | 0 | 1 | 0 | 1 | 0 | 2 |
| Female | 25-34 | 2 | 0 | 1 | 0 | 0 | 3 |
| Female | 35-44 | 0 | 0 | 0 | 0 | 1 | 1 |
| Female | 45-54 | 0 | 0 | 0 | 0 | 0 | 0 |
| Female | 55-64 | 0 | 0 | 0 | 0 | 0 | 0 |
| Female | 65-74 | 0 | 0 | 0 | 0 | 0 | 0 |
| Female | 75+ | 0 | 0 | 0 | 0 | 0 | 0 |
| Female | Unknown | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 4 | 3 | 4 | 1 | 1 | 13 |
| Male | Under 15 | 3 | 0 | 2 | 0 | 0 | 5 |
| Male | 15-19 | 11 | 4 | 3 | 5 | 0 | 23 |
| Male | 20-24 | 6 | 3 | 0 | 0 | 0 | 9 |
| Male | 25-34 | 5 | 3 | 1 | 1 | 1 | 11 |
| Male | 35-44 | 1 | 1 | 0 | 0 | 0 | 2 |
| Male | 45-54 | 2 | 2 | 3 | 1 | 0 | 8 |
| Male | 55-64 | 3 | 0 | 0 | 0 | 0 | 3 |
| Male | 65-74 | 0 | 0 | 0 | 0 | 0 | 0 |
| Male | 75+ | 1 | 0 | 0 | 0 | 0 | 1 |
| Male | Unknown | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 32 | 13 | 9 | 7 | 1 | 62 |
| TOTALS | | 36 | 16 | 13 | 8 | 2 | 75 |

*Property Damage Only

Part III – Collision Consequences

The consequences of traffic collisions extend beyond those persons directly affected and are measured in both human and economic terms. The economic costs consider that portion of financial loss borne by society (i.e. medical costs), property damage, lost productivity, etc. Opposite the economic losses are the intangible human costs associated with the grief and suffering that accompanies a traffic death or injury. On the following pages, statistics related to estimated economic cost, traffic injuries, fatalities and restraint usage are presented. Some important observations in the 2011 data are as follows:

- ◆ Economic loss decreased by 1.0% in 2011.
- ◆ Males accounted for 76.7% of the traffic fatalities in 2011, up from 70.8% in 2010. In 1972, males accounted for 75.3% of all traffic fatalities.
- ◆ There were 193 females who died in traffic collisions in 2011 and 635 males.
- ◆ A total of 196 persons under the age of 25 were killed in traffic collisions, accounting for 23.7% of the total persons killed.
- ◆ Of the 525 occupant fatalities with known restraint usage, 272 (51.80%) were not restrained, and 253 (48.19%) were restrained.
- ◆ There were 584 automobile, truck and van occupants totally ejected from the vehicles in which they were riding. Of these, 104 (17.8%) were killed. Of the 242,221 occupants not ejected, 426 (0.2%) were killed. The percentage of fatalities suffered by ejected occupants was almost about more than 100 times that of occupants not ejected.
- ◆ In 2011, there were 8,045 children under the age of six who were occupants of a car or truck that was involved in a traffic collision. Of these, 5,887 were restrained by a child safety seat, 1,894 by some other restraint (seat belt, seat/lap combination), 155 were unrestrained and for 109 restraint usage was unknown.
- ◆ Nearly 16% of those occupants not wearing a seat belt at the time of collision were severely injured or killed. This compares to less than 1.0% for those wearing a seat belt.

TRAFFIC COLLISION VICTIM PROFILE INJURIES* BY GENDER AND AGE

| Gender | Age | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---------------|-----------------|----------------|-----------------|---------------------------|-----------------------|--------------|----------------|
| Female | Under 4 | 2,795 | 425 | 62 | 4 | 2 | 3,288 |
| Female | 4-5 | 1,330 | 200 | 38 | 8 | 3 | 1,579 |
| Female | 6-9 | 2,299 | 377 | 69 | 12 | 3 | 2,760 |
| Female | 10-14 | 3,006 | 592 | 139 | 27 | 3 | 3,767 |
| Female | 15-19 | 11,888 | 2,089 | 647 | 146 | 17 | 14,787 |
| Female | 20-24 | 13,094 | 2,478 | 791 | 190 | 20 | 16,573 |
| Female | 25-34 | 17,076 | 3,488 | 958 | 209 | 34 | 21,765 |
| Female | 35-44 | 13,437 | 2,497 | 732 | 195 | 22 | 16,883 |
| Female | 45-54 | 11,814 | 2,228 | 725 | 193 | 27 | 14,987 |
| Female | 55-64 | 9,143 | 1,732 | 527 | 122 | 17 | 11,541 |
| Female | 65-74 | 5,033 | 867 | 278 | 70 | 23 | 6,271 |
| Female | 75+ | 2,983 | 534 | 195 | 46 | 22 | 3,780 |
| Female | Unknown | 461 | 43 | 9 | 3 | 0 | 516 |
| | Subtotal | 94,359 | 17,550 | 5,170 | 1,225 | 193 | 118,497 |
| Male | Under 4 | 2,704 | 418 | 68 | 12 | 5 | 3,207 |
| Male | 4-5 | 1,330 | 171 | 42 | 11 | 1 | 1,555 |
| Male | 6-9 | 2,321 | 333 | 81 | 19 | 6 | 2,760 |
| Male | 10-14 | 2,897 | 462 | 135 | 40 | 6 | 3,540 |
| Male | 15-19 | 13,033 | 1,591 | 647 | 193 | 50 | 15,514 |
| Male | 20-24 | 14,116 | 2,037 | 862 | 264 | 80 | 17,359 |
| Male | 25-34 | 19,039 | 2,787 | 1,167 | 422 | 110 | 23,525 |
| Male | 35-44 | 15,199 | 1,956 | 873 | 343 | 113 | 18,484 |
| Male | 45-54 | 14,085 | 1,913 | 929 | 380 | 115 | 17,422 |
| Male | 55-64 | 10,694 | 1,321 | 588 | 203 | 80 | 12,886 |
| Male | 65-74 | 6,018 | 645 | 256 | 88 | 40 | 7,047 |
| Male | 75+ | 3,246 | 358 | 163 | 56 | 28 | 3,851 |
| Male | Unknown | 1,143 | 61 | 11 | 2 | 1 | 1,218 |
| | Subtotal | 105,825 | 14,053 | 5,822 | 2,033 | 635 | 128,368 |
| Other | Under 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 4-5 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 6-9 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 10-14 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 15-19 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 20-24 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 25-34 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 35-44 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 45-54 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 55-64 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 65-74 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 75+ | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | Unknown | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | Under 4 | 5 | 2 | 0 | 0 | 0 | 7 |
| Unknown | 4-5 | 1 | 0 | 0 | 0 | 0 | 1 |
| Unknown | 6-9 | 10 | 3 | 0 | 0 | 0 | 13 |
| Unknown | 10-14 | 11 | 0 | 0 | 0 | 0 | 11 |
| Unknown | 15-19 | 8 | 2 | 1 | 0 | 0 | 11 |
| Unknown | 20-24 | 8 | 2 | 0 | 0 | 0 | 10 |
| Unknown | 25-34 | 8 | 1 | 0 | 1 | 0 | 10 |
| Unknown | 35-44 | 6 | 1 | 1 | 0 | 0 | 8 |
| Unknown | 45-54 | 3 | 0 | 0 | 0 | 0 | 3 |
| Unknown | 55-64 | 2 | 0 | 0 | 0 | 0 | 2 |
| Unknown | 65-74 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 75+ | 2 | 0 | 0 | 0 | 0 | 2 |
| Unknown | Unknown | 8,416 | 177 | 11 | 2 | 0 | 8,606 |
| | Subtotal | 8,480 | 188 | 13 | 3 | 0 | 8,684 |
| TOTALS | | 208,664 | 31,791 | 11,005 | 3,261 | 828 | 255,549 |

*See Definitions section for a description of each injury type.

Injury Severity By Occupant Restraint Usage*

| Restraint Usage | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|------------------------|------------------|------------------------|----------------------------------|------------------------------|---------------------|----------------------|
| None Used | 2,304 | 1,253 | 940 | 583 | 272 | 5,352 |
| Shoulder Belt Only | 639 | 164 | 43 | 10 | 5 | 861 |
| Lap Belt Only | 1,019 | 221 | 73 | 15 | 3 | 1,331 |
| Shoulder And Lap Belt | 179,620 | 26,244 | 7,765 | 1,639 | 242 | 215,510 |
| Child Safety Seat | 7,290 | 958 | 143 | 15 | 3 | 8,409 |
| Other | 643 | 80 | 30 | 3 | 0 | 756 |
| Unknown | 13,455 | 1,413 | 454 | 176 | 45 | 15,543 |
| TOTALS | 204,970 | 30,333 | 9,448 | 2,441 | 570 | 247,762 |

Injury Severity by Air Bag Deployment*

| Air Bag Deployment | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---------------------------|------------------|------------------------|----------------------------------|------------------------------|---------------------|----------------------|
| Deployed Front | 9,311 | 4,985 | 2,442 | 800 | 180 | 17,718 |
| Deployed Side | 1,070 | 399 | 136 | 39 | 10 | 1,654 |
| Deployed Both | 3,127 | 1,853 | 868 | 311 | 78 | 6,237 |
| Not Deployed | 167,313 | 19,401 | 4,896 | 981 | 177 | 192,768 |
| Not Applicable | 19,681 | 3,266 | 961 | 271 | 96 | 24,275 |
| Deployment Unknown | 4,468 | 429 | 145 | 39 | 29 | 5,110 |
| TOTALS | 204,970 | 30,333 | 9,448 | 2,441 | 570 | 247,762 |

*Includes occupants seated inside the passenger compartment of automobiles, trucks, and vans only.

Injury Severity By Ejection Status*

| Ejection Status | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|------------------------|------------------|------------------------|----------------------------------|------------------------------|---------------------|----------------------|
| Not Ejected | 200,437 | 29,970 | 9,227 | 2,161 | 426 | 242,221 |
| Partially Ejected | 48 | 34 | 29 | 37 | 38 | 186 |
| Totally Ejected | 70 | 79 | 122 | 209 | 104 | 584 |
| Not Applicable | 3,133 | 142 | 37 | 19 | 0 | 3,331 |
| Unknown | 1,282 | 108 | 33 | 15 | 2 | 1,440 |
| TOTALS | 204,970 | 30,333 | 9,448 | 2,441 | 570 | 247,762 |

Injury Severity By Location After Impact*

| Location after Impact | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|------------------------------|------------------|------------------------|----------------------------------|------------------------------|---------------------|----------------------|
| Not Trapped | 199,490 | 29,314 | 8,666 | 1,740 | 252 | 239,462 |
| Extricated(Mech Means) | 193 | 306 | 369 | 428 | 250 | 1,546 |
| Freed(Non-Mech Means) | 553 | 464 | 339 | 229 | 60 | 1,645 |
| Not Applicable | 3,532 | 178 | 60 | 34 | 6 | 3,810 |
| Unknown | 1,202 | 71 | 14 | 10 | 2 | 1,299 |
| TOTALS | 204,970 | 30,333 | 9,448 | 2,441 | 570 | 247,762 |

Injury Severity By Restraint Usage and Ejection Status*

| Restraint Usage and Ejection Status | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|--|------------------|------------------------|----------------------------------|------------------------------|---------------------|----------------------|
| Not Ejected | 2,091 | 1,165 | 809 | 368 | 149 | 4,582 |
| Partially Ejected | 3 | 17 | 18 | 24 | 28 | 90 |
| Totally Ejected | 18 | 52 | 104 | 184 | 95 | 453 |
| Not Applicable | 171 | 12 | 3 | 2 | 0 | 188 |
| Unknown | 21 | 7 | 6 | 5 | 0 | 39 |
| TOTAL - NO RESTRAINT USED | 2,304 | 1,253 | 940 | 583 | 272 | 5,352 |
| Not Ejected | 187,934 | 27,484 | 7,996 | 1,641 | 240 | 225,295 |
| Partially Ejected | 42 | 17 | 9 | 10 | 7 | 85 |
| Totally Ejected | 44 | 23 | 11 | 12 | 5 | 95 |
| Not Applicable | 1,044 | 117 | 27 | 17 | 0 | 1,205 |
| Unknown | 147 | 26 | 11 | 2 | 1 | 187 |
| TOTAL - RESTRAINT USED | 189,211 | 27,667 | 8,054 | 1,682 | 253 | 226,867 |
| Not Ejected | 10,412 | 1,321 | 422 | 152 | 37 | 12,344 |
| Partially Ejected | 3 | 0 | 2 | 3 | 3 | 11 |
| Totally Ejected | 8 | 4 | 7 | 13 | 4 | 36 |
| Not Applicable | 1,918 | 13 | 7 | 0 | 0 | 1,938 |
| Unknown | 1,114 | 75 | 16 | 8 | 1 | 1,214 |
| TOTAL - UNKNOWN RESTRAINT USAGE | 13,455 | 1,413 | 454 | 176 | 45 | 15,543 |
| TOTALS | 204,970 | 30,333 | 9,448 | 2,441 | 570 | 247,762 |

*Includes occupants seated inside the passenger compartment of automobiles, trucks, and vans only.

Injury Severity By Transported to Medical Facility and Gender*

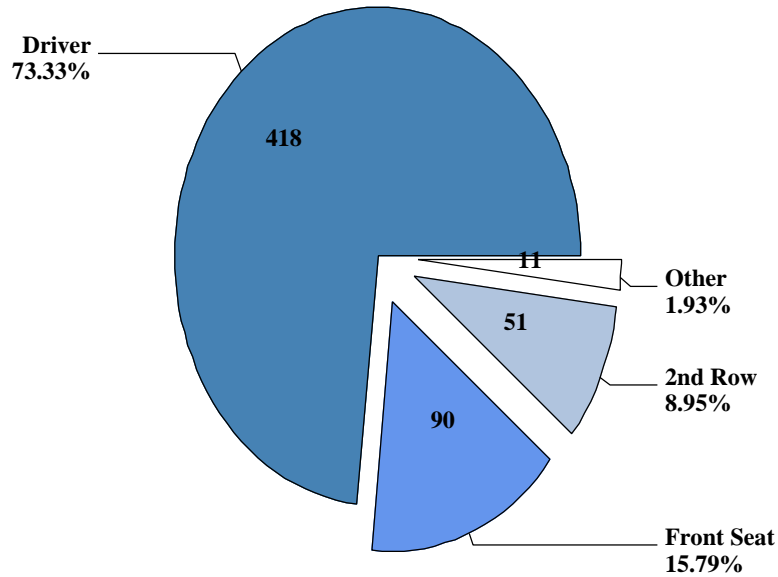
| Tranported to Medical Facility | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---------------------------------------|------------------|------------------------|----------------------------------|------------------------------|---------------------|----------------------|
| Female | 940 | 12,863 | 4,212 | 995 | 149 | 19,159 |
| Male | 898 | 9,401 | 3,921 | 1,279 | 326 | 15,825 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 15 | 18 | 7 | 2 | 0 | 42 |
| TOTAL - TRANSPORTED | 1,853 | 22,282 | 8,140 | 2,276 | 475 | 35,026 |
| Female | 92,617 | 4,188 | 618 | 66 | 14 | 97,503 |
| Male | 103,065 | 3,422 | 652 | 92 | 80 | 107,311 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 4,439 | 79 | 4 | 1 | 0 | 4,523 |
| TOTAL - NOT TRANSPORTED | 200,121 | 7,689 | 1,274 | 159 | 94 | 209,337 |
| Female | 142 | 140 | 23 | 4 | 0 | 309 |
| Male | 213 | 158 | 10 | 2 | 1 | 384 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 2,641 | 64 | 1 | 0 | 0 | 2,706 |
| TOTAL - TRANSPORTED UNKNOWN | 2,996 | 362 | 34 | 6 | 1 | 3,399 |
| TOTALS | 204,970 | 30,333 | 9,448 | 2,441 | 570 | 247,762 |

Injuries Sustained By Children Under Six Years of Age*

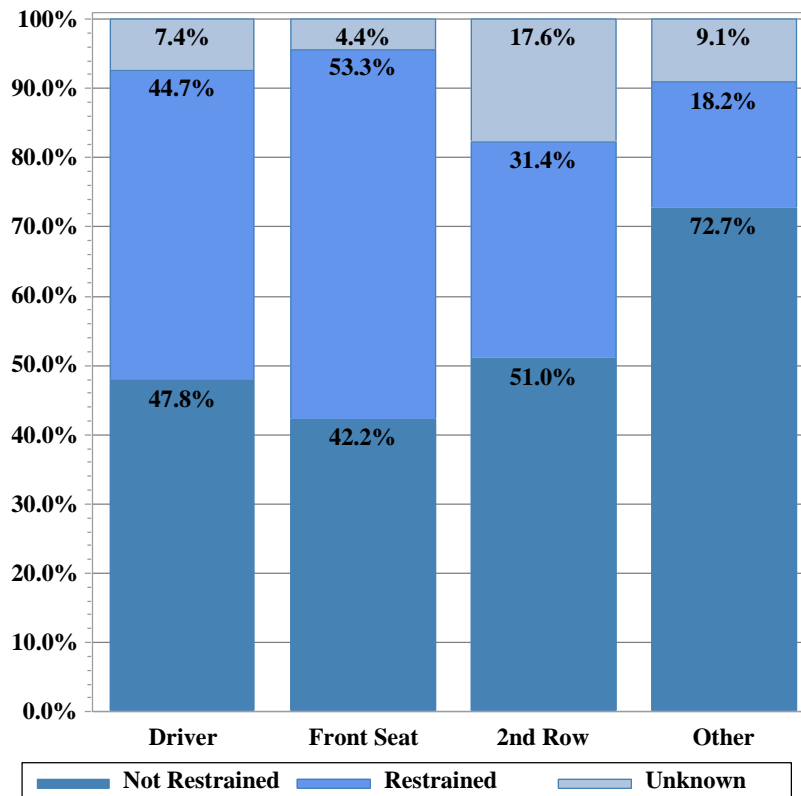
| Restraint Usage | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|------------------------|------------------|------------------------|----------------------------------|------------------------------|---------------------|----------------------|
| None Used | 88 | 41 | 15 | 8 | 3 | 155 |
| Child Safety Seat | 5,117 | 647 | 112 | 10 | 1 | 5,887 |
| Other | 1,584 | 259 | 42 | 9 | 0 | 1,894 |
| Unknown | 83 | 24 | 1 | 0 | 1 | 109 |
| TOTALS | 6,872 | 971 | 170 | 27 | 5 | 8,045 |

*Includes occupants seated inside the passenger compartment of automobiles, trucks, and vans only.

Traffic Fatalities by Seating Location Motor Vehicle Occupants Only



Fatality Restraint Usage By Seating Location



Part IV – Driving Under the Influence

Alcohol and/or drug related traffic collisions are responsible for a large portion of reported traffic collisions each year. The percentage of collisions that involve alcohol or drugs increases as the severity of injuries increases. On the following pages collision statistics are presented which are based on contributing factors in the collision, as determined by the investigating officers. **Statistics listed in this section ARE NOT comparable to any statistics published prior to this publication.**

The data presented in this section come from two different sources for Fatal and Non-fatal collisions:

1) Fatal Collision Data:

The National Highway Traffic Safety Administration (NHTSA) uses a method called 'multiple imputation' when fatal collisions are lacking blood alcohol concentration (BAC) values on drivers involved in fatal collisions. This method uses various aspects a fatal collision in order to provide estimates of alcohol involvement and BAC levels. NHTSA's data does not include driving under the influence of drugs.

2) Non-fatal Collision Data:

The data presented for non-fatal collisions comes from the information collected from the Uniform Traffic Collision Report Form (TR-310 – shown on pages 129 and 130) filled out by the investigating officer. The South Carolina DUI data includes being under the influence of alcohol and/or drugs.

In South Carolina, it is inferred that you are under the influence when your Blood Alcohol Concentration (BAC) reaches a level of 0.08 (as of July 2003). At this level, you are seven times more likely to have a traffic collision than if your BAC is zero. If your BAC reaches 0.15 percent, your chances of having a traffic collision are 25 times greater. Some of the common effects of alcohol at various BAC levels are as follows:

| Blood Alcohol Concentration | Changes in Feelings and Personality | Physical and Mental Impairments |
|-----------------------------|--|--|
| 0.01 – 0.06 | Relaxation Sense of Well-being Loss of Inhibition Lowered Alertness Joyous | Thought Judgment Coordination Concentration |
| 0.06 – 0.10 | Blunted Feelings Disinhibition Extroversion Impaired Sexual Pleasure | Reflexes Impaired Reasoning Depth Perception Distance Acuity Peripheral Vision Glare Recovery |
| 0.11 – 0.20 | Over-Expression Emotional Swings Angry or Sad Boisterous | Reaction Time Gross Motor Control Staggering Slurred Speech |
| 0.21 – 0.29 | Stupor Lose Understanding Impaired Sensations | Severe Motor Impairment Loss of Consciousness Memory Blackout |
| 0.30 – 0.39 | Severe Depression Unconsciousness Death Possible | Bladder Function Breathing Heart Rate |
| => 0.40 | Unconsciousness Death | Breathing Heart Rate |

DEFINITIONS – FOR THE PURPOSE OF THIS PUBLICATION

DUI – Driving under the influence of alcohol and/or drugs.

DUI.08+ - Driving with a BAC of .08 or more.

ALCOHOL IMPAIRED DRIVING FATALITY– A Fatality that occurs in a motor vehicle traffic crash that involves at least one driver or a motorcycle rider (operator) with a BAC of .08 or above.

ESTIMATED NUMBER OF FATALITIES INVOLVING AN ALCOHOL IMPAIRED DRIVER WITH BAC OF .08+*

| County | 2007 | 2008 | 2009 | 2010 | 2011 | Total |
|--------------|------|------|------|------|------|-------|
| Abbeville | 5 | 1 | 2 | 2 | 1 | 11 |
| Aiken | 17 | 14 | 16 | 15 | 12 | 74 |
| Allendale | 0 | 5 | 2 | 2 | 0 | 9 |
| Anderson | 16 | 9 | 9 | 15 | 13 | 62 |
| Bamberg | 1 | 0 | 2 | 1 | 1 | 5 |
| Barnwell | 6 | 4 | 5 | 1 | 6 | 22 |
| Beaufort | 10 | 14 | 4 | 13 | 4 | 45 |
| Berkeley | 12 | 20 | 20 | 10 | 15 | 77 |
| Calhoun | 6 | 1 | 5 | 3 | 2 | 17 |
| Charleston | 28 | 25 | 24 | 25 | 20 | 122 |
| Cherokee | 8 | 5 | 5 | 3 | 4 | 25 |
| Chester | 5 | 7 | 6 | 9 | 3 | 30 |
| Chesterfield | 2 | 9 | 6 | 7 | 2 | 26 |
| Clarendon | 5 | 6 | 9 | 5 | 3 | 28 |
| Colleton | 10 | 9 | 6 | 7 | 8 | 40 |
| Darlington | 11 | 9 | 11 | 5 | 8 | 44 |
| Dillon | 5 | 1 | 5 | 5 | 4 | 20 |
| Dorchester | 7 | 9 | 10 | 5 | 6 | 37 |
| Edgefield | 4 | 2 | 0 | 2 | 6 | 14 |
| Fairfield | 7 | 4 | 2 | 4 | 4 | 21 |
| Florence | 8 | 21 | 13 | 14 | 6 | 62 |
| Georgetown | 9 | 8 | 7 | 3 | 2 | 29 |
| Greenville | 39 | 22 | 19 | 17 | 21 | 118 |
| Greenwood | 7 | 1 | 4 | 3 | 6 | 21 |
| Hampton | 6 | 3 | 1 | 1 | 2 | 13 |
| Horry | 42 | 21 | 28 | 24 | 18 | 133 |
| Jasper | 7 | 4 | 6 | 3 | 7 | 27 |
| Kershaw | 15 | 5 | 9 | 7 | 5 | 41 |
| Lancaster | 9 | 7 | 4 | 1 | 8 | 29 |
| Laurens | 5 | 9 | 6 | 6 | 4 | 30 |
| Lee | 2 | 1 | 8 | 1 | 1 | 13 |
| Lexington | 24 | 37 | 19 | 20 | 27 | 127 |
| McCormick | 2 | 1 | 1 | 1 | 0 | 5 |
| Marion | 6 | 7 | 6 | 6 | 0 | 25 |
| Marlboro | 4 | 4 | 2 | 2 | 6 | 18 |
| Newberry | 3 | 3 | 1 | 2 | 1 | 10 |
| Oconee | 13 | 5 | 3 | 6 | 4 | 31 |
| Orangeburg | 18 | 14 | 17 | 21 | 10 | 80 |
| Pickens | 7 | 3 | 11 | 8 | 6 | 35 |
| Richland | 20 | 15 | 20 | 24 | 17 | 96 |
| Saluda | 0 | 3 | 0 | 3 | 1 | 7 |
| Spartanburg | 24 | 21 | 16 | 16 | 13 | 90 |
| Sumter | 10 | 14 | 12 | 9 | 9 | 54 |
| Union | 1 | 1 | 3 | 2 | 1 | 8 |
| Williamsburg | 7 | 4 | 3 | 3 | 2 | 19 |
| York | 15 | 16 | 8 | 12 | 12 | 63 |

*Source - NHTSA. NHTSA uses a multiple imputation method to estimate DUI fatalities. These figures are not comparable to previous FactBook publications.

NOTE from NHTSA: 'State total may not equal sum of individual county totals due to rounding in the imputation process.' The totals are NHTSA's imputed totals for the state.

ALCOHOL IMPAIRED (.08+) DRIVING FATALITIES SOUTH CAROLINA AND THE U.S.*

| | | | Alcohol-Impaired Driving Fatalities (BAC=.08+) | | |
|------|----------------|------------------------------------|--|--------------------------------|------------------------|
| Year | | Total Fatalities in all Crashes | Number | Percent of Total Fatalities | Per 100 Million VMT |
| 2007 | South Carolina | 1,077 | 464 | 43% | 0.91 |
| 2007 | U.S. | 41,259 | 13,401 | 32% | 0.43 |
| 2008 | South Carolina | 921 | 400 | 43% | 0.81 |
| 2008 | U.S. | 37,423 | 11,711 | 31% | 0.39 |
| 2009 | South Carolina | 894 | 374 | 42% | 0.76 |
| 2009 | U.S. | 33,883 | 10,759 | 32% | 0.36 |
| 2010 | South Carolina | 809 | 353 | 44% | 0.72 |
| 2010 | U.S. | 32,999 | 10,136 | 31% | 0.34 |
| 2011 | South Carolina | 828 | 309 | 37% | 0.63 |
| 2011 | U.S. | 32,479 | 9,865 | 30% | 0.33 |

TOP (WORST) STATES FOR PERCENTAGE OF TOTAL FATALITIES THAT INVOLVED AN ALCOHOL IMPAIRED DRIVER (BAC=.08+)

| Percent of Total Fatalities Involving an Alcohol Impaired (.08+) Driver Top Five State Percentages - Including States with Same Percentage** | | | | | |
|---|-----|----------------|-----|--------------|-----|
| 2009 | | 2010 | | 2011 | |
| Hawaii | 48% | North Dakota | 44% | Hawaii | 45% |
| Connecticut | 43% | South Carolina | 44% | Connecticut | 42% |
| South Carolina | 42% | Texas | 42% | North Dakota | 42% |
| Washington | 42% | Kansas | 39% | Delaware | 41% |
| Rhode Island | 41% | Montana | 39% | Texas | 40% |
| South Dakota | 41% | | | | |

TOP STATES FOR FATALITIES PER 100 MILLION VEHICLE MILES OF TRAVEL THAT INVOLVED AN ALCOHOL IMPAIRED DRIVER(BAC=.08+)@

| | Fatality Rates | | | | | | | |
|----|----------------|------|----------------|------|----------------|------|----------------|------|
| | 2008 | | 2009 | | 2010 | | 2011 | |
| #1 | Montana | 0.83 | SOUTH CAROLINA | 0.76 | SOUTH CAROLINA | 0.72 | Montana | 0.7 |
| #2 | SOUTH CAROLINA | 0.81 | Montana | 0.74 | Montana | 0.64 | North Dakota | 0.69 |
| #3 | Louisiana | 0.75 | North Dakota | 0.66 | Wyoming | 0.57 | SOUTH CAROLINA | 0.63 |
| #4 | Wyoming | 0.69 | Louisiana | 0.65 | North Dakota | 0.56 | Texas | 0.51 |
| #5 | West Virginia | 0.61 | Wyoming | 0.5 | Louisiana | 0.5 | Louisiana | 0.47 |
| | US Average | 0.39 | US Average | 0.36 | US Average | 0.34 | US Average | 0.34 |

*Source - NHTSA. Based on the IMPUTED BAC of all Involved Drivers with Unknown BAC's

**States that have the same percentage are listed in alphabetical order.

@NHTSA uses a multiple imputation method to estimate DUI fatalities. These figures are not comparable to previous FactBook publications.

SOUTH CAROLINA BAC REPORTING RATES FOR ALL DRIVERS INVOLVED IN FATAL COLLISIONS*

| | | Surviving Drivers | | | Killed Drivers | | | Total Drivers | | |
|------|----|-------------------------|-------------------|---------------|----------------------|-------------------|---------------|-------------------|-------------------|---------------|
| Year | | Total Surviving Drivers | Known BAC Results | Percent Known | Total Killed Drivers | Known BAC Results | Percent Known | Total All Drivers | Known BAC Results | Percent Known |
| 2008 | SC | 547 | 37 | 6.8% | 616 | 460 | 74.7% | 1,163 | 497 | 42.7% |
| 2008 | US | 26,011 | 6,677 | 25.7% | 24,175 | 17,045 | 70.5% | 50,186 | 23,722 | 47.3% |
| 2009 | SC | 537 | 41 | 7.6% | 614 | 470 | 76.5% | 1,151 | 511 | 44.4% |
| 2009 | US | 23,432 | 6,372 | 27.2% | 21,798 | 15,505 | 71.1% | 45,230 | 21,877 | 48.4% |
| 2010 | SC | 526 | 21 | 4.0% | 555 | 437 | 78.7% | 1,081 | 458 | 42.4% |
| 2010 | US | 23,424 | 6,955 | 29.7% | 21,016 | 14,872 | 70.8% | 44,440 | 21,827 | 49.1% |
| 2011 | SC | 546 | 50 | 9.2% | 540 | 459 | 85.0% | 1,086 | 509 | 46.9% |
| 2011 | US | 22,915 | 6,864 | 30.0% | 20,753 | 15,025 | 72.4% | 43,668 | 21,889 | 50.1% |

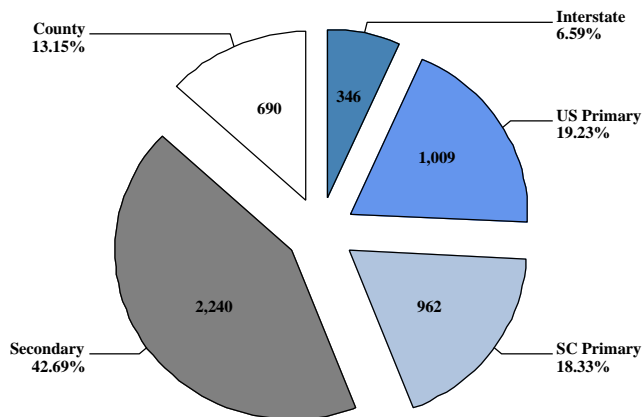
*Source - NHTSA.

NON-FATAL COLLISIONS INVOLVING DUI (ALCOHOL AND/OR DRUGS)*

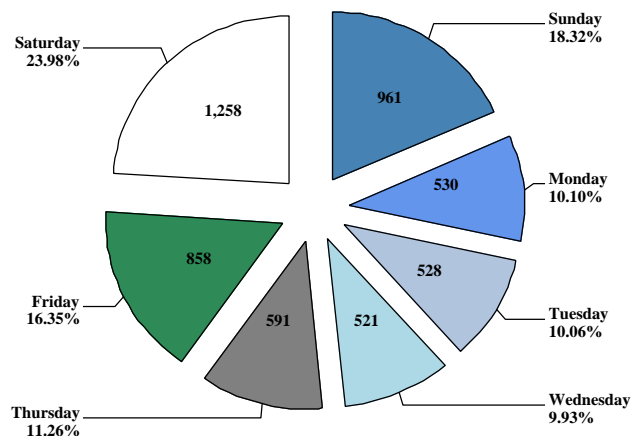
| County | NON-FATAL DUI COLLISIONS | | | | | County Total |
|--------------|--------------------------|--------------|--------------|--------------|--------------|---------------|
| | 2007 | 2008 | 2009 | 2010 | 2011 | |
| Abbeville | 26 | 14 | 16 | 27 | 19 | 102 |
| Aiken | 189 | 180 | 202 | 212 | 183 | 966 |
| Allendale | 9 | 7 | 6 | 10 | 5 | 37 |
| Anderson | 169 | 230 | 242 | 256 | 226 | 1,123 |
| Bamberg | 12 | 13 | 17 | 16 | 14 | 72 |
| Barnwell | 23 | 16 | 30 | 18 | 17 | 104 |
| Beaufort | 113 | 98 | 126 | 94 | 81 | 512 |
| Berkeley | 162 | 178 | 177 | 187 | 170 | 874 |
| Calhoun | 27 | 20 | 25 | 23 | 16 | 111 |
| Charleston | 344 | 375 | 349 | 385 | 321 | 1,774 |
| Cherokee | 92 | 101 | 84 | 89 | 88 | 454 |
| Chester | 52 | 50 | 38 | 49 | 44 | 233 |
| Chesterfield | 42 | 46 | 53 | 52 | 40 | 233 |
| Clarendon | 43 | 38 | 31 | 40 | 37 | 189 |
| Colleton | 50 | 48 | 53 | 48 | 61 | 260 |
| Darlington | 100 | 108 | 120 | 129 | 114 | 571 |
| Dillon | 34 | 36 | 49 | 50 | 32 | 201 |
| Dorchester | 88 | 110 | 103 | 109 | 101 | 511 |
| Edgefield | 24 | 23 | 21 | 20 | 28 | 116 |
| Fairfield | 29 | 27 | 32 | 29 | 28 | 145 |
| Florence | 171 | 182 | 204 | 216 | 186 | 959 |
| Georgetown | 71 | 73 | 79 | 64 | 70 | 357 |
| Greenville | 464 | 501 | 501 | 568 | 498 | 2,532 |
| Greenwood | 81 | 87 | 81 | 106 | 78 | 433 |
| Hampton | 13 | 11 | 21 | 17 | 10 | 72 |
| Horry | 418 | 434 | 429 | 419 | 482 | 2,182 |
| Jasper | 49 | 51 | 49 | 39 | 35 | 223 |
| Kershaw | 81 | 102 | 115 | 106 | 91 | 495 |
| Lancaster | 94 | 106 | 106 | 82 | 76 | 464 |
| Laurens | 96 | 102 | 112 | 121 | 86 | 517 |
| Lee | 25 | 36 | 36 | 41 | 22 | 160 |
| Lexington | 367 | 359 | 344 | 339 | 345 | 1,754 |
| McCormick | 7 | 4 | 8 | 3 | 8 | 30 |
| Marion | 39 | 41 | 48 | 52 | 44 | 224 |
| Marlboro | 31 | 29 | 34 | 36 | 36 | 166 |
| Newberry | 51 | 57 | 57 | 82 | 44 | 291 |
| Oconee | 77 | 78 | 90 | 87 | 84 | 416 |
| Orangeburg | 122 | 104 | 140 | 129 | 115 | 610 |
| Pickens | 112 | 135 | 133 | 129 | 146 | 655 |
| Richland | 402 | 415 | 442 | 373 | 390 | 2,022 |
| Saluda | 21 | 22 | 33 | 20 | 17 | 113 |
| Spartanburg | 322 | 327 | 323 | 349 | 340 | 1,661 |
| Sumter | 140 | 136 | 130 | 123 | 120 | 649 |
| Union | 35 | 43 | 53 | 42 | 37 | 210 |
| Williamsburg | 33 | 59 | 68 | 52 | 54 | 266 |
| York | 264 | 263 | 239 | 213 | 208 | 1,187 |
| TOTAL | 5,214 | 5,475 | 5,649 | 5,651 | 5,247 | 27,236 |

*Source - South Carolina Traffic Collision Master File.

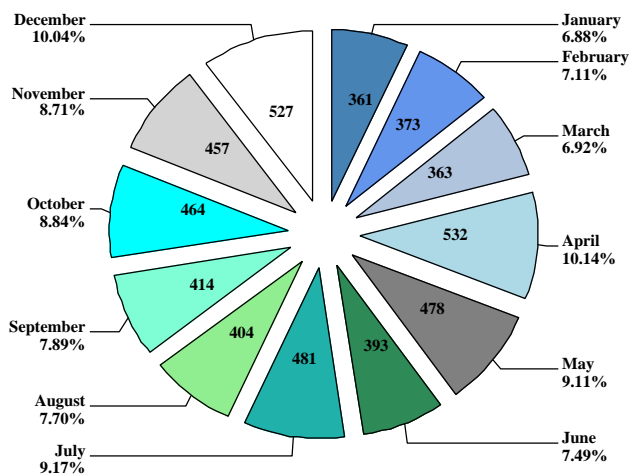
ROUTE CATEGORY IN NON-FATAL DUI COLLISIONS*



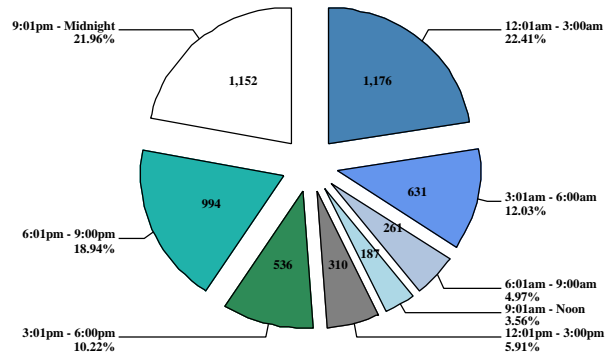
DAY OF WEEK IN NON-FATAL DUI COLLISIONS*



MONTH IN NON-FATAL DUI COLLISIONS*



TIME OF DAY IN NON-FATAL DUI COLLISIONS*



*Source - South Carolina Traffic Collision Master File

Part V – Counties

South Carolina is comprised of 46 counties, each with its own unique set of demographic, geographic, and political characteristics. These and other factors influence events within a county's borders. Using this information, planners can tailor specific countermeasures to the unique situation of a given county. Crime, economic activity, accidents and the subject of this book (traffic collisions) are all affected by these characteristics. On the following pages, a summary of each county's traffic collision characteristics is provided. Among other facts, this data shows the following for 2011:

- ◆ Greenville County had the most traffic collisions with 12,053. This total was nearly 1,000 more than the number two county Charleston with 11,127 and 2,000 more than the third highest county, Richland with 10,052 collisions.
- ◆ Greenville County had the most fatal collisions with 53 reported during the year, followed by Horry and Lexington counties with 50 each and Charleston with 47. The same counties had the most fatalities as well, Greenville with 54, Horry and Lexington with 52 each, and Charleston with 50.
- ◆ Charleston County had the most injury collisions and persons injured, with 2,989 and 4,301, respectively, in 2011. Greenville County was next with 2,803 injury crashes and 4,030 injuries. Richland County was third for injury collisions and injuries with 2,606 injury collisions and 4,128 injuries.
- ◆ The high number of collisions in Greenville, Charleston, and Richland Counties is largely a result of large populations and larger amounts of travel within these counties.
- ◆ The counties with the highest number of fatalities per 100 million vehicle miles of travel (VMT) were Barnwell, Edgefield, and Lancaster with 5.48, 4.87, and 3.70 VMT fatality rates. For South Carolina, the overall VMT fatality rate was 1.70.

MOTOR VEHICLE TRAFFIC COLLISIONS BY COUNTY

| County | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|---------------|------------------------|-------------------------|-----------------------|------------------------|-----------------------|------------------------|
| Abbeville | 4 | 115 | 138 | 257 | 4 | 197 |
| Aiken | 26 | 909 | 2,173 | 3,108 | 29 | 1,383 |
| Allendale | 1 | 35 | 41 | 77 | 2 | 72 |
| Anderson | 37 | 1,082 | 2,824 | 3,943 | 43 | 1,659 |
| Bamberg | 5 | 69 | 87 | 161 | 6 | 129 |
| Barnwell | 11 | 117 | 169 | 297 | 12 | 198 |
| Beaufort | 13 | 721 | 1,691 | 2,425 | 14 | 1,051 |
| Berkeley | 31 | 989 | 2,041 | 3,061 | 34 | 1,541 |
| Calhoun | 6 | 106 | 269 | 381 | 6 | 157 |
| Charleston | 47 | 2,989 | 8,091 | 11,127 | 50 | 4,301 |
| Cherokee | 11 | 450 | 862 | 1,323 | 14 | 767 |
| Chester | 6 | 248 | 368 | 622 | 6 | 396 |
| Chesterfield | 7 | 216 | 295 | 518 | 8 | 359 |
| Clarendon | 11 | 204 | 360 | 575 | 15 | 354 |
| Colleton | 18 | 319 | 616 | 953 | 19 | 524 |
| Darlington | 14 | 432 | 786 | 1,232 | 16 | 686 |
| Dillon | 12 | 233 | 457 | 702 | 12 | 436 |
| Dorchester | 15 | 683 | 1,826 | 2,524 | 15 | 999 |
| Edgefield | 10 | 135 | 159 | 304 | 11 | 181 |
| Fairfield | 10 | 205 | 261 | 476 | 10 | 345 |
| Florence | 20 | 1,029 | 2,409 | 3,458 | 21 | 1,701 |
| Georgetown | 5 | 350 | 718 | 1,073 | 5 | 566 |
| Greenville | 53 | 2,803 | 9,197 | 12,053 | 54 | 4,030 |
| Greenwood | 10 | 520 | 805 | 1,335 | 11 | 872 |
| Hampton | 4 | 114 | 155 | 273 | 4 | 198 |
| Horry | 50 | 2,036 | 5,020 | 7,106 | 52 | 3,115 |
| Jasper | 19 | 215 | 508 | 742 | 24 | 380 |
| Kershaw | 10 | 381 | 687 | 1,078 | 10 | 621 |
| Lancaster | 22 | 479 | 864 | 1,365 | 24 | 766 |
| Laurens | 14 | 463 | 784 | 1,261 | 15 | 709 |
| Lee | 5 | 126 | 207 | 338 | 5 | 243 |
| Lexington | 50 | 1,674 | 4,321 | 6,045 | 52 | 2,455 |
| McCormick | 1 | 49 | 49 | 99 | 1 | 78 |
| Marion | 4 | 253 | 338 | 595 | 4 | 463 |
| Marlboro | 8 | 187 | 249 | 444 | 9 | 329 |
| Newberry | 7 | 243 | 518 | 768 | 9 | 384 |
| Oconee | 13 | 352 | 839 | 1,204 | 13 | 509 |
| Orangeburg | 24 | 763 | 1,439 | 2,226 | 25 | 1,197 |
| Pickens | 15 | 566 | 1,486 | 2,067 | 16 | 835 |
| Richland | 37 | 2,606 | 7,409 | 10,052 | 40 | 4,128 |
| Saluda | 3 | 129 | 170 | 302 | 4 | 224 |
| Spartanburg | 40 | 1,688 | 4,589 | 6,317 | 43 | 2,495 |
| Sumter | 21 | 788 | 1,298 | 2,107 | 23 | 1,413 |
| Union | 2 | 202 | 282 | 486 | 2 | 336 |
| Williamsburg | 5 | 240 | 311 | 556 | 5 | 393 |
| York | 31 | 1,243 | 3,152 | 4,426 | 31 | 1,882 |
| TOTAL | 768 | 29,756 | 71,318 | 101,842 | 828 | 46,057 |

*Property Damage Only

VEHICLE MILES OF TRAVEL (VMT) AND VMT DEATH RATE BY COUNTY

| County | Fatalities | VMT Death Rate | Annual VMT* | Daily VMT* |
|--------------|------------|----------------|-------------------------|----------------------|
| Abbeville | 4 | 1.873 | 213,507,063.9 | 584,950.9 |
| Aiken | 29 | 1.689 | 1,717,470,454.0 | 4,705,398.5 |
| Allendale | 2 | 1.818 | 110,004,276.7 | 301,381.6 |
| Anderson | 43 | 2.130 | 2,019,074,192.0 | 5,531,710.1 |
| Bamberg | 6 | 3.537 | 169,622,033.5 | 464,717.9 |
| Barnwell | 12 | 5.480 | 218,988,031.7 | 599,967.2 |
| Beaufort | 14 | 1.169 | 1,197,638,602.0 | 3,281,201.6 |
| Berkeley | 34 | 2.191 | 1,552,079,052.0 | 4,252,271.4 |
| Calhoun | 6 | 1.259 | 476,537,006.6 | 1,305,580.8 |
| Charleston | 50 | 1.432 | 3,491,539,612.0 | 9,565,862.0 |
| Cherokee | 14 | 1.746 | 801,993,373.4 | 2,197,242.1 |
| Chester | 6 | 1.043 | 575,462,445.6 | 1,576,609.4 |
| Chesterfield | 8 | 1.717 | 465,928,586.0 | 1,276,516.7 |
| Clarendon | 15 | 2.403 | 624,123,793.0 | 1,709,928.2 |
| Colleton | 19 | 2.264 | 839,274,138.0 | 2,299,381.2 |
| Darlington | 16 | 2.246 | 712,510,302.7 | 1,952,083.0 |
| Dillon | 12 | 2.193 | 547,147,256.7 | 1,499,033.6 |
| Dorchester | 15 | 1.329 | 1,128,581,413.0 | 3,092,003.9 |
| Edgefield | 11 | 4.873 | 225,751,963.5 | 618,498.5 |
| Fairfield | 10 | 2.000 | 500,083,216.8 | 1,370,091.0 |
| Florence | 21 | 1.392 | 1,508,323,853.0 | 4,132,394.1 |
| Georgetown | 5 | 0.762 | 655,910,667.4 | 1,797,015.5 |
| Greenville | 54 | 1.411 | 3,828,099,874.0 | 10,487,944.9 |
| Greenwood | 11 | 2.044 | 538,103,710.1 | 1,474,256.7 |
| Hampton | 4 | 1.426 | 280,601,068.3 | 768,770.1 |
| Horry | 52 | 1.859 | 2,796,966,384.0 | 7,662,921.6 |
| Jasper | 24 | 2.722 | 881,819,465.8 | 2,415,943.7 |
| Kershaw | 10 | 1.281 | 780,642,541.9 | 2,138,746.7 |
| Lancaster | 24 | 3.703 | 648,096,095.1 | 1,775,605.7 |
| Laurens | 15 | 1.754 | 855,324,290.3 | 2,343,354.2 |
| Lee | 5 | 1.404 | 356,200,361.0 | 975,891.4 |
| Lexington | 52 | 1.810 | 2,873,291,253.0 | 7,872,030.8 |
| McCormick | 1 | 0.853 | 117,249,034.0 | 321,230.2 |
| Marion | 4 | 0.989 | 404,593,214.4 | 1,108,474.6 |
| Marlboro | 9 | 3.056 | 294,531,050.2 | 806,934.4 |
| Newberry | 9 | 1.284 | 700,943,510.7 | 1,920,393.2 |
| Oconee | 13 | 1.986 | 654,626,251.3 | 1,793,496.6 |
| Orangeburg | 25 | 1.653 | 1,511,966,654.0 | 4,142,374.4 |
| Pickens | 16 | 1.838 | 870,574,548.8 | 2,385,135.8 |
| Richland | 40 | 1.081 | 3,701,771,257.0 | 10,141,839.1 |
| Saluda | 4 | 1.807 | 221,385,556.1 | 606,535.8 |
| Spartanburg | 43 | 1.403 | 3,064,816,088.0 | 8,396,756.4 |
| Sumter | 23 | 2.320 | 991,420,544.6 | 2,716,220.7 |
| Union | 2 | 0.795 | 251,493,037.3 | 689,022.0 |
| Williamsburg | 5 | 1.340 | 373,194,501.9 | 1,022,450.7 |
| York | 31 | 1.563 | 1,983,139,969.0 | 5,433,260.2 |
| TOTAL | 828 | 1.699 | 48,732,401,594.0 | 133,513,429.0 |

*Source: SC Department of Transportation

ABBEVILLE COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 4 | 115 | 138 | 257 | 4 | 197 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 1 | 7 | 10 | 18 | 1 | 17 |
| 3:01am - 6:00am | 0 | 6 | 15 | 21 | 0 | 7 |
| 6:01am - 9:00am | 0 | 16 | 14 | 30 | 0 | 26 |
| 9:01am - Noon | 1 | 17 | 21 | 39 | 1 | 29 |
| 12:01pm - 3:00pm | 1 | 16 | 23 | 40 | 1 | 26 |
| 3:01pm - 6:00pm | 1 | 26 | 23 | 50 | 1 | 50 |
| 6:01pm - 9:00pm | 0 | 14 | 15 | 29 | 0 | 19 |
| 9:01pm - Midnight | 0 | 13 | 17 | 30 | 0 | 23 |
| Collisions Investigated by Jurisdiction | | | | | | |
| ABBEVILLE POLICE DEPARTMENT | 0 | 18 | 39 | 57 | 0 | 31 |
| CALHOUN FALLS POLICE DEPARTMENT | 0 | 1 | 0 | 1 | 0 | 1 |
| DUE WEST POLICE DEPARTMENT | 0 | 0 | 3 | 3 | 0 | 0 |
| S.C. HIGHWAY PATROL TROOP 2 | 4 | 95 | 96 | 195 | 4 | 164 |
| S.C. HIGHWAY PATROL TROOP 3 | 0 | 1 | 0 | 1 | 0 | 1 |
| Collisions by Route Category | | | | | | |
| Interstate | 0 | 0 | 0 | 0 | 0 | 0 |
| US Primary | 0 | 7 | 5 | 12 | 0 | 14 |
| SC Primary | 3 | 54 | 70 | 127 | 3 | 93 |
| Secondary | 1 | 51 | 48 | 100 | 1 | 85 |
| County | 0 | 3 | 15 | 18 | 0 | 5 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 41 | 43 |
| Fatal Collisions Ranking County/State** | 34 | 40 |
| Injury Collisions Ranking County/State** | 38 | 41 |
| Driver Licenses | 19,022 | 19,086 |
| Vehicle Registrations | 23,955 | 24,035 |
| Economic Loss*** | \$13,996,100 | \$11,520,200 |
| Population Estimates@ | 25,417 | 25,171 |
| MV Population Death Rate@/@ | 19.7 | 15.9 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 10 | 3 | 8 | 5 | 3 | 29 |
| Restrained | 291 | 106 | 38 | 12 | 0 | 447 |
| Child Safety Seat | 6 | 3 | 2 | 0 | 0 | 11 |
| Unknown | 39 | 4 | 1 | 5 | 1 | 50 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 0 | 0 | 0 | 0 | 0 | 0 |
| Restrained | 3 | 1 | 1 | 0 | 0 | 5 |
| Child Safety Seat | 6 | 3 | 2 | 0 | 0 | 11 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

AIKEN COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 26 | 909 | 2,173 | 3,108 | 29 | 1,383 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 3 | 62 | 96 | 161 | 4 | 92 |
| 3:01am - 6:00am | 3 | 32 | 84 | 119 | 3 | 39 |
| 6:01am - 9:00am | 3 | 106 | 291 | 400 | 3 | 159 |
| 9:01am - Noon | 2 | 114 | 305 | 421 | 2 | 171 |
| 12:01pm - 3:00pm | 3 | 154 | 407 | 564 | 3 | 248 |
| 3:01pm - 6:00pm | 3 | 218 | 536 | 757 | 3 | 341 |
| 6:01pm - 9:00pm | 6 | 137 | 314 | 457 | 6 | 210 |
| 9:01pm - Midnight | 3 | 86 | 140 | 229 | 5 | 123 |
| Collisions Investigated by Jurisdiction | | | | | | |
| AIKEN COUNTY SHERIFFS OFFICE | 2 | 6 | 15 | 23 | 2 | 10 |
| AIKEN POLICE DEPARTMENT | 1 | 201 | 631 | 833 | 1 | 296 |
| NORTH AUGUSTA POLICE DEPARTMENT | 1 | 123 | 399 | 523 | 2 | 191 |
| BURNETTETOWN POLICE DEPARTMENT | 0 | 12 | 21 | 33 | 0 | 16 |
| JACKSON POLICE DEPARTMENT | 0 | 5 | 9 | 14 | 0 | 6 |
| NEW ELLENTON POLICE DEPARTMENT | 0 | 6 | 5 | 11 | 0 | 9 |
| SALLEY POLICE DEPARTMENT | 0 | 2 | 6 | 8 | 0 | 2 |
| WAGENER POLICE DEPARTMENT | 0 | 7 | 9 | 16 | 0 | 12 |
| WAKENHUT SECURITY | 0 | 2 | 3 | 5 | 0 | 5 |
| USC - AIKEN CAMPUS POLICE DEPARTMENT | 0 | 0 | 3 | 3 | 0 | 0 |
| PERRY POLICE DEPARTMENT | 0 | 1 | 0 | 1 | 0 | 1 |
| S.C. HIGHWAY PATROL TROOP 1 | 0 | 0 | 3 | 3 | 0 | 0 |
| S.C. HIGHWAY PATROL TROOP 2 | 0 | 0 | 3 | 3 | 0 | 0 |
| S.C. HIGHWAY PATROL TROOP 7 | 22 | 544 | 1,066 | 1,632 | 24 | 835 |
| Collisions by Route Category | | | | | | |
| Interstate | 3 | 68 | 176 | 247 | 4 | 117 |
| US Primary | 1 | 201 | 444 | 646 | 2 | 344 |
| SC Primary | 9 | 296 | 716 | 1,021 | 9 | 433 |
| Secondary | 12 | 290 | 698 | 1,000 | 13 | 415 |
| County | 1 | 54 | 139 | 194 | 1 | 74 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 10 | 10 |
| Fatal Collisions Ranking County/State** | 9 | 10 |
| Injury Collisions Ranking County/State** | 10 | 11 |
| Driver Licenses | 122,460 | 123,913 |
| Vehicle Registrations | 144,165 | 145,327 |
| Economic Loss*** | \$95,931,100 | \$87,753,700 |
| Population Estimates@ | 160,099 | 162,016 |
| MV Population Death Rate@@@ | 19.4 | 17.9 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 58 | 41 | 40 | 12 | 11 | 162 |
| Restrained | 5,292 | 734 | 298 | 48 | 6 | 6,378 |
| Child Safety Seat | 174 | 36 | 8 | 1 | 0 | 219 |
| Unknown | 325 | 26 | 14 | 3 | 4 | 372 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 1 | 4 | 2 | 0 | 0 | 7 |
| Restrained | 42 | 8 | 3 | 1 | 0 | 54 |
| Child Safety Seat | 147 | 33 | 8 | 1 | 0 | 189 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

ALLENDALE COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 1 | 35 | 41 | 77 | 2 | 72 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 0 | 7 | 4 | 11 | 0 | 13 |
| 3:01am - 6:00am | 0 | 3 | 3 | 6 | 0 | 3 |
| 6:01am - 9:00am | 0 | 2 | 3 | 5 | 0 | 6 |
| 9:01am - Noon | 0 | 6 | 11 | 17 | 0 | 15 |
| 12:01pm - 3:00pm | 0 | 5 | 8 | 13 | 0 | 14 |
| 3:01pm - 6:00pm | 1 | 6 | 5 | 12 | 2 | 11 |
| 6:01pm - 9:00pm | 0 | 2 | 3 | 5 | 0 | 4 |
| 9:01pm - Midnight | 0 | 4 | 4 | 8 | 0 | 6 |
| Collisions Investigated by Jurisdiction | | | | | | |
| ALLENDALE COUNTY SHERIFFS OFFICE | 0 | 2 | 10 | 12 | 0 | 5 |
| ALLENDALE POLICE DEPARTMENT | 0 | 12 | 8 | 20 | 0 | 23 |
| FAIRFAX POLICE DEPARTMENT | 0 | 3 | 7 | 10 | 0 | 3 |
| S.C. HIGHWAY PATROL TROOP 7 | 1 | 18 | 16 | 35 | 2 | 41 |
| Collisions by Route Category | | | | | | |
| Interstate | 0 | 0 | 0 | 0 | 0 | 0 |
| US Primary | 1 | 14 | 15 | 30 | 2 | 33 |
| SC Primary | 0 | 6 | 11 | 17 | 0 | 11 |
| Secondary | 0 | 15 | 14 | 29 | 0 | 28 |
| County | 0 | 0 | 1 | 1 | 0 | 0 |

| Statistics | 2010 | 2011 |
|--|-------------|-------------|
| Total Collisions Ranking County/State** | 45 | 46 |
| Fatal Collisions Ranking County/State** | 44 | 45 |
| Injury Collisions Ranking County/State** | 45 | 46 |
| Driver Licenses | 5,611 | 5,565 |
| Vehicle Registrations | 6,798 | 6,787 |
| Economic Loss*** | \$5,384,700 | \$4,774,500 |
| Population Estimates@ | 10,419 | 10,239 |
| MV Population Death Rate@@ | 19.2 | 19.5 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 2 | 3 | 3 | 0 | 1 | 9 |
| Restrained | 86 | 37 | 12 | 6 | 1 | 142 |
| Child Safety Seat | 2 | 0 | 0 | 0 | 0 | 2 |
| Unknown | 10 | 2 | 1 | 0 | 0 | 13 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 0 | 0 | 0 | 0 | 0 | 0 |
| Restrained | 1 | 0 | 0 | 0 | 0 | 1 |
| Child Safety Seat | 1 | 0 | 0 | 0 | 0 | 1 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

ANDERSON COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 37 | 1,082 | 2,824 | 3,943 | 43 | 1,659 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 5 | 56 | 121 | 182 | 7 | 84 |
| 3:01am - 6:00am | 1 | 39 | 110 | 150 | 1 | 48 |
| 6:01am - 9:00am | 2 | 126 | 363 | 491 | 2 | 196 |
| 9:01am - Noon | 6 | 142 | 403 | 551 | 9 | 211 |
| 12:01pm - 3:00pm | 6 | 201 | 590 | 797 | 6 | 320 |
| 3:01pm - 6:00pm | 5 | 257 | 682 | 944 | 6 | 410 |
| 6:01pm - 9:00pm | 3 | 184 | 372 | 559 | 3 | 273 |
| 9:01pm - Midnight | 9 | 77 | 183 | 269 | 9 | 117 |
| Collisions Investigated by Jurisdiction | | | | | | |
| ANDERSON COUNTY SHERIFFS OFFICE | 0 | 8 | 41 | 49 | 0 | 13 |
| ANDERSON POLICE DEPARTMENT | 2 | 213 | 581 | 796 | 2 | 359 |
| BELTON POLICE DEPARTMENT | 0 | 11 | 30 | 41 | 0 | 14 |
| HONEA PATH POLICE DEPARTMENT | 0 | 10 | 23 | 33 | 0 | 12 |
| PENDLETON POLICE DEPARTMENT | 0 | 2 | 3 | 5 | 0 | 4 |
| WILLIAMSTON POLICE DEPARTMENT | 0 | 25 | 37 | 62 | 0 | 32 |
| IVA POLICE DEPARTMENT | 0 | 3 | 6 | 9 | 0 | 4 |
| STARR POLICE DEPARTMENT | 0 | 0 | 1 | 1 | 0 | 0 |
| WEST PELZER POLICE DEPARTMENT | 0 | 3 | 5 | 8 | 0 | 3 |
| GREENVILLE COUNTY SHERIFFS OFFICE | 1 | 0 | 0 | 1 | 1 | 0 |
| S.C. HIGHWAY PATROL TROOP 3 | 34 | 807 | 2,097 | 2,938 | 40 | 1,218 |
| Collisions by Route Category | | | | | | |
| Interstate | 4 | 52 | 243 | 299 | 6 | 77 |
| US Primary | 11 | 250 | 515 | 776 | 12 | 415 |
| SC Primary | 5 | 344 | 915 | 1,264 | 6 | 541 |
| Secondary | 13 | 292 | 733 | 1,038 | 15 | 440 |
| County | 4 | 144 | 418 | 566 | 4 | 186 |

| Statistics | 2010 | 2011 |
|--|---------------|---------------|
| Total Collisions Ranking County/State** | 8 | 8 |
| Fatal Collisions Ranking County/State** | 8 | 6 |
| Injury Collisions Ranking County/State** | 8 | 8 |
| Driver Licenses | 141,320 | 142,812 |
| Vehicle Registrations | 165,420 | 166,852 |
| Economic Loss*** | \$113,138,200 | \$119,203,400 |
| Population Estimates@ | 187,126 | 188,468 |
| MV Population Death Rate@/@ | 20.3 | 22.8 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 132 | 77 | 34 | 27 | 12 | 282 |
| Restrained | 6,477 | 951 | 232 | 73 | 13 | 7,746 |
| Child Safety Seat | 245 | 31 | 2 | 0 | 0 | 278 |
| Unknown | 627 | 63 | 15 | 6 | 5 | 716 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 2 | 1 | 1 | 0 | 0 | 4 |
| Restrained | 47 | 11 | 2 | 0 | 0 | 60 |
| Child Safety Seat | 222 | 25 | 2 | 0 | 0 | 249 |
| Unknown | 2 | 1 | 0 | 0 | 1 | 4 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

BAMBERG COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 5 | 69 | 87 | 161 | 6 | 129 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 0 | 7 | 9 | 16 | 0 | 13 |
| 3:01am - 6:00am | 0 | 4 | 6 | 10 | 0 | 5 |
| 6:01am - 9:00am | 1 | 8 | 6 | 15 | 1 | 9 |
| 9:01am - Noon | 0 | 10 | 11 | 21 | 0 | 17 |
| 12:01pm - 3:00pm | 3 | 13 | 15 | 31 | 4 | 34 |
| 3:01pm - 6:00pm | 1 | 14 | 17 | 32 | 1 | 27 |
| 6:01pm - 9:00pm | 0 | 8 | 12 | 20 | 0 | 17 |
| 9:01pm - Midnight | 0 | 5 | 11 | 16 | 0 | 7 |
| Collisions Investigated by Jurisdiction | | | | | | |
| BAMBERG POLICE DEPARTMENT | 0 | 13 | 10 | 23 | 0 | 22 |
| DENMARK POLICE DEPARTMENT | 0 | 9 | 13 | 22 | 0 | 16 |
| S.C. HIGHWAY PATROL TROOP 6 | 0 | 0 | 2 | 2 | 0 | 0 |
| S.C. HIGHWAY PATROL TROOP 7 | 5 | 47 | 62 | 114 | 6 | 91 |
| Collisions by Route Category | | | | | | |
| Interstate | 0 | 0 | 0 | 0 | 0 | 0 |
| US Primary | 1 | 27 | 39 | 67 | 1 | 57 |
| SC Primary | 0 | 15 | 12 | 27 | 0 | 23 |
| Secondary | 4 | 25 | 32 | 61 | 5 | 44 |
| County | 0 | 2 | 4 | 6 | 0 | 5 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 44 | 44 |
| Fatal Collisions Ranking County/State** | 39 | 36 |
| Injury Collisions Ranking County/State** | 44 | 44 |
| Driver Licenses | 10,501 | 10,393 |
| Vehicle Registrations | 12,295 | 12,036 |
| Economic Loss*** | \$10,345,100 | \$12,010,000 |
| Population Estimates@ | 15,987 | 15,865 |
| MV Population Death Rate@@@ | 25 | 37.8 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 5 | 5 | 4 | 5 | 4 | 23 |
| Restrained | 200 | 77 | 23 | 7 | 2 | 309 |
| Child Safety Seat | 7 | 1 | 0 | 1 | 0 | 9 |
| Unknown | 15 | 2 | 1 | 0 | 0 | 18 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 0 | 1 | 0 | 0 | 0 | 1 |
| Restrained | 0 | 2 | 0 | 0 | 0 | 2 |
| Child Safety Seat | 4 | 1 | 0 | 1 | 0 | 6 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

BARNWELL COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 11 | 117 | 169 | 297 | 12 | 198 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 1 | 5 | 11 | 17 | 1 | 6 |
| 3:01am - 6:00am | 1 | 7 | 20 | 28 | 1 | 7 |
| 6:01am - 9:00am | 1 | 14 | 13 | 28 | 1 | 21 |
| 9:01am - Noon | 0 | 13 | 27 | 40 | 0 | 24 |
| 12:01pm - 3:00pm | 3 | 23 | 31 | 57 | 3 | 46 |
| 3:01pm - 6:00pm | 2 | 29 | 30 | 61 | 3 | 53 |
| 6:01pm - 9:00pm | 1 | 14 | 19 | 34 | 1 | 21 |
| 9:01pm - Midnight | 2 | 12 | 18 | 32 | 2 | 20 |
| Collisions Investigated by Jurisdiction | | | | | | |
| WAKENHUT SECURITY | 0 | 0 | 2 | 2 | 0 | 0 |
| BARNWELL COUNTY SHERIFFS OFFICE | 0 | 6 | 4 | 10 | 0 | 10 |
| BARNWELL POLICE DEPARTMENT | 0 | 27 | 49 | 76 | 0 | 45 |
| WILLISTON POLICE DEPARTMENT | 0 | 14 | 19 | 33 | 0 | 25 |
| BLACKVILLE POLICE DEPARTMENT | 0 | 6 | 11 | 17 | 0 | 11 |
| S.C. HIGHWAY PATROL TROOP 7 | 11 | 64 | 84 | 159 | 12 | 107 |
| Collisions by Route Category | | | | | | |
| Interstate | 0 | 0 | 0 | 0 | 0 | 0 |
| US Primary | 0 | 28 | 35 | 63 | 0 | 54 |
| SC Primary | 4 | 39 | 66 | 109 | 4 | 64 |
| Secondary | 7 | 41 | 59 | 107 | 8 | 67 |
| County | 0 | 9 | 9 | 18 | 0 | 13 |

| Statistics | 2010 | 2011 |
|--|-------------|--------------|
| Total Collisions Ranking County/State** | 42 | 41 |
| Fatal Collisions Ranking County/State** | 42 | 24 |
| Injury Collisions Ranking County/State** | 41 | 40 |
| Driver Licenses | 16,309 | 16,249 |
| Vehicle Registrations | 19,698 | 19,517 |
| Economic Loss*** | \$9,663,500 | \$23,437,300 |
| Population Estimates@ | 22,621 | 22,410 |
| MV Population Death Rate@@ | 13.3 | 53.5 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 7 | 10 | 7 | 5 | 5 | 34 |
| Restrained | 401 | 87 | 47 | 18 | 5 | 558 |
| Child Safety Seat | 19 | 5 | 2 | 1 | 0 | 27 |
| Unknown | 53 | 3 | 2 | 2 | 0 | 60 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 0 | 0 | 0 | 0 | 0 | 0 |
| Restrained | 11 | 2 | 1 | 0 | 0 | 14 |
| Child Safety Seat | 13 | 5 | 2 | 1 | 0 | 21 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @ Motor Vehicle Deaths Per 100,000 Population

@ @ @ Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

BEAUFORT COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 13 | 721 | 1,691 | 2,425 | 14 | 1,051 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 4 | 33 | 64 | 101 | 5 | 42 |
| 3:01am - 6:00am | 2 | 29 | 53 | 84 | 2 | 44 |
| 6:01am - 9:00am | 1 | 62 | 179 | 242 | 1 | 93 |
| 9:01am - Noon | 0 | 110 | 223 | 333 | 0 | 169 |
| 12:01pm - 3:00pm | 2 | 155 | 369 | 526 | 2 | 232 |
| 3:01pm - 6:00pm | 0 | 166 | 474 | 640 | 0 | 254 |
| 6:01pm - 9:00pm | 3 | 92 | 209 | 304 | 3 | 130 |
| 9:01pm - Midnight | 1 | 74 | 120 | 195 | 1 | 87 |
| Collisions Investigated by Jurisdiction | | | | | | |
| BEAUFORT COUNTY SHERIFFS OFFICE | 0 | 266 | 815 | 1,081 | 0 | 383 |
| BEAUFORT POLICE DEPARTMENT | 0 | 108 | 222 | 330 | 0 | 160 |
| BLUFFTON POLICE DEPARTMENT | 1 | 105 | 191 | 297 | 1 | 164 |
| PORT ROYAL POLICE DEPARTMENT | 1 | 55 | 101 | 157 | 1 | 66 |
| SEA PINES SECURITY | 0 | 0 | 2 | 2 | 0 | 0 |
| HILTON HEAD PLANTATION SECURITY | 0 | 0 | 2 | 2 | 0 | 0 |
| PORT ROYAL PLANTATION SECURITY | 0 | 0 | 2 | 2 | 0 | 0 |
| MELROSE PLANTATON SECURITY | 0 | 1 | 0 | 1 | 0 | 1 |
| SHIPYARD PLANTATION SECURITY | 0 | 0 | 1 | 1 | 0 | 0 |
| YEMASSEE POLICE DEPARTMENT | 0 | 1 | 0 | 1 | 0 | 1 |
| S.C. HIGHWAY PATROL TROOP 2 | 0 | 1 | 2 | 3 | 0 | 1 |
| S.C. HIGHWAY PATROL TROOP 6 | 11 | 184 | 353 | 548 | 12 | 275 |
| Collisions by Route Category | | | | | | |
| Interstate | 0 | 0 | 0 | 0 | 0 | 0 |
| US Primary | 3 | 353 | 843 | 1,199 | 3 | 524 |
| SC Primary | 3 | 164 | 352 | 519 | 3 | 239 |
| Secondary | 6 | 156 | 360 | 522 | 7 | 220 |
| County | 1 | 48 | 136 | 185 | 1 | 68 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 12 | 13 |
| Fatal Collisions Ranking County/State** | 13 | 21 |
| Injury Collisions Ranking County/State** | 14 | 14 |
| Driver Licenses | 118,705 | 122,527 |
| Vehicle Registrations | 132,395 | 135,010 |
| Economic Loss*** | \$73,211,500 | \$56,727,200 |
| Population Estimates@ | 162,233 | 164,419 |
| MV Population Death Rate@@ | 14.2 | 8.5 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 29 | 21 | 18 | 11 | 5 | 84 |
| Restrained | 4,601 | 556 | 207 | 59 | 4 | 5,427 |
| Child Safety Seat | 186 | 15 | 1 | 0 | 0 | 202 |
| Unknown | 204 | 44 | 20 | 6 | 1 | 275 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 0 | 3 | 0 | 0 | 0 | 3 |
| Restrained | 50 | 5 | 0 | 0 | 0 | 55 |
| Child Safety Seat | 156 | 14 | 1 | 0 | 0 | 171 |
| Unknown | 2 | 0 | 0 | 0 | 0 | 2 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

BERKELEY COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 31 | 989 | 2,041 | 3,061 | 34 | 1,541 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 9 | 70 | 102 | 181 | 10 | 108 |
| 3:01am - 6:00am | 5 | 44 | 90 | 139 | 6 | 71 |
| 6:01am - 9:00am | 1 | 124 | 282 | 407 | 2 | 184 |
| 9:01am - Noon | 2 | 99 | 216 | 317 | 2 | 143 |
| 12:01pm - 3:00pm | 4 | 157 | 342 | 503 | 4 | 257 |
| 3:01pm - 6:00pm | 1 | 228 | 554 | 783 | 1 | 374 |
| 6:01pm - 9:00pm | 6 | 161 | 317 | 484 | 6 | 246 |
| 9:01pm - Midnight | 3 | 106 | 138 | 247 | 3 | 158 |
| Collisions Investigated by Jurisdiction | | | | | | |
| BERKELEY COUNTY SHERIFFS OFFICE | 0 | 2 | 8 | 10 | 0 | 2 |
| MONCKS CORNER POLICE DEPARTMENT | 0 | 83 | 142 | 225 | 0 | 134 |
| BONNEAU POLICE DEPARTMENT | 0 | 2 | 5 | 7 | 0 | 2 |
| GOOSE CREEK POLICE DEPARTMENT | 2 | 208 | 526 | 736 | 2 | 343 |
| ST.STEPHENS POLICE DEPARTMENT | 0 | 3 | 8 | 11 | 0 | 3 |
| HANAHAN POLICE DEPARTMENT | 1 | 39 | 57 | 97 | 1 | 68 |
| CHARLESTON POLICE DEPARTMENT | 0 | 31 | 50 | 81 | 0 | 41 |
| NORTH CHARLESTON POLICE DEPARTMENT | 0 | 2 | 0 | 2 | 0 | 4 |
| SUMMERVILLE POLICE DEPARTMENT | 0 | 14 | 45 | 59 | 0 | 16 |
| S.C. HIGHWAY PATROL TROOP 4 | 0 | 1 | 1 | 2 | 0 | 1 |
| S.C. HIGHWAY PATROL TROOP 5 | 0 | 1 | 0 | 1 | 0 | 1 |
| S.C. HIGHWAY PATROL TROOP 6 | 28 | 603 | 1,199 | 1,830 | 31 | 926 |
| Collisions by Route Category | | | | | | |
| Interstate | 9 | 74 | 173 | 256 | 9 | 98 |
| US Primary | 6 | 358 | 693 | 1,057 | 7 | 598 |
| SC Primary | 2 | 84 | 131 | 217 | 3 | 123 |
| Secondary | 13 | 424 | 876 | 1,313 | 14 | 660 |
| County | 1 | 49 | 168 | 218 | 1 | 62 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 11 | 11 |
| Fatal Collisions Ranking County/State** | 9 | 8 |
| Injury Collisions Ranking County/State** | 11 | 10 |
| Driver Licenses | 131,338 | 136,034 |
| Vehicle Registrations | 147,486 | 151,244 |
| Economic Loss*** | \$93,596,600 | \$99,594,600 |
| Population Estimates@ | 177,843 | 184,150 |
| MV Population Death Rate@@ | 16.9 | 18.5 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 75 | 28 | 49 | 24 | 12 | 188 |
| Restrained | 5,480 | 750 | 400 | 65 | 12 | 6,707 |
| Child Safety Seat | 268 | 27 | 11 | 0 | 0 | 306 |
| Unknown | 344 | 23 | 15 | 8 | 5 | 395 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 3 | 1 | 1 | 0 | 0 | 5 |
| Restrained | 53 | 14 | 5 | 0 | 0 | 72 |
| Child Safety Seat | 219 | 26 | 10 | 0 | 0 | 255 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

CALHOUN COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 6 | 106 | 269 | 381 | 6 | 157 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 0 | 7 | 17 | 24 | 0 | 8 |
| 3:01am - 6:00am | 2 | 8 | 19 | 29 | 2 | 16 |
| 6:01am - 9:00am | 0 | 8 | 25 | 33 | 0 | 9 |
| 9:01am - Noon | 0 | 11 | 36 | 47 | 0 | 16 |
| 12:01pm - 3:00pm | 2 | 22 | 61 | 85 | 2 | 28 |
| 3:01pm - 6:00pm | 0 | 26 | 60 | 86 | 0 | 48 |
| 6:01pm - 9:00pm | 2 | 14 | 33 | 49 | 2 | 21 |
| 9:01pm - Midnight | 0 | 10 | 18 | 28 | 0 | 11 |
| Collisions Investigated by Jurisdiction | | | | | | |
| CALHOUN COUNTY SHERIFFS OFFICE | 0 | 1 | 0 | 1 | 0 | 1 |
| ST.MATTHEWS POLICE DEPARTMENT | 0 | 4 | 16 | 20 | 0 | 6 |
| S.C. HIGHWAY PATROL TROOP 1 | 0 | 0 | 2 | 2 | 0 | 0 |
| S.C. HIGHWAY PATROL TROOP 7 | 6 | 101 | 251 | 358 | 6 | 150 |
| Collisions by Route Category | | | | | | |
| Interstate | 2 | 46 | 176 | 224 | 2 | 69 |
| US Primary | 0 | 12 | 31 | 43 | 0 | 17 |
| SC Primary | 1 | 19 | 21 | 41 | 1 | 29 |
| Secondary | 3 | 28 | 38 | 69 | 3 | 41 |
| County | 0 | 1 | 3 | 4 | 0 | 1 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 37 | 37 |
| Fatal Collisions Ranking County/State** | 32 | 34 |
| Injury Collisions Ranking County/State** | 43 | 43 |
| Driver Licenses | 12,054 | 12,057 |
| Vehicle Registrations | 17,241 | 17,260 |
| Economic Loss*** | \$19,891,100 | \$14,143,400 |
| Population Estimates@ | 15,175 | 15,207 |
| MV Population Death Rate@@@ | 65.9 | 39.5 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 14 | 12 | 6 | 3 | 4 | 39 |
| Restrained | 682 | 87 | 33 | 7 | 0 | 809 |
| Child Safety Seat | 20 | 1 | 0 | 0 | 0 | 21 |
| Unknown | 36 | 0 | 0 | 0 | 0 | 36 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 1 | 3 | 0 | 0 | 0 | 4 |
| Restrained | 5 | 0 | 0 | 0 | 0 | 5 |
| Child Safety Seat | 16 | 1 | 0 | 0 | 0 | 17 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

CHARLESTON COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 47 | 2,989 | 8,091 | 11,127 | 50 | 4,301 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 7 | 198 | 364 | 569 | 7 | 278 |
| 3:01am - 6:00am | 3 | 96 | 146 | 245 | 3 | 132 |
| 6:01am - 9:00am | 4 | 366 | 1,072 | 1,442 | 4 | 518 |
| 9:01am - Noon | 5 | 371 | 1,108 | 1,484 | 5 | 548 |
| 12:01pm - 3:00pm | 7 | 582 | 1,653 | 2,242 | 8 | 842 |
| 3:01pm - 6:00pm | 5 | 689 | 2,167 | 2,861 | 6 | 978 |
| 6:01pm - 9:00pm | 10 | 409 | 1,048 | 1,467 | 11 | 582 |
| 9:01pm - Midnight | 6 | 278 | 533 | 817 | 6 | 423 |
| Collisions Investigated by Jurisdiction | | | | | | |
| CHARLESTON COUNTY SHERIFFS OFFICE | 20 | 650 | 1,226 | 1,896 | 21 | 1,011 |
| CHARLESTON POLICE DEPARTMENT | 12 | 988 | 2,940 | 3,940 | 13 | 1,332 |
| MT PLEASANT POLICE DEPARTMENT | 4 | 345 | 1,056 | 1,405 | 5 | 470 |
| FOLLY BEACH POLICE DEPARTMENT | 0 | 17 | 39 | 56 | 0 | 29 |
| LINCOLNVILLE POLICE DEPARTMENT | 0 | 17 | 41 | 58 | 0 | 20 |
| ISLE OF PALMS POLICE DEPARTMENT | 0 | 5 | 6 | 11 | 0 | 9 |
| SULLIVANS ISLAND POLICE DEPARTMENT | 0 | 12 | 20 | 32 | 0 | 21 |
| NORTH CHARLESTON POLICE DEPARTMENT | 5 | 721 | 2,075 | 2,801 | 5 | 1,075 |
| MEDICAL UNIVERSITY POLICE DEPARTMENT | 0 | 0 | 4 | 4 | 0 | 0 |
| RAVENEL POLICE DEPARTMENT | 0 | 1 | 2 | 3 | 0 | 2 |
| CHARLESTON COUNTY AVIATION AUTHORITY | 0 | 20 | 48 | 68 | 0 | 24 |
| TRIDENT TECHNICAL COLLEGE SECURITY | 0 | 1 | 1 | 2 | 0 | 1 |
| SUMMERVILLE POLICE DEPARTMENT | 0 | 1 | 5 | 6 | 0 | 3 |
| S.C. HIGHWAY PATROL TROOP 6 | 6 | 211 | 628 | 845 | 6 | 304 |
| Collisions by Route Category | | | | | | |
| Interstate | 7 | 320 | 904 | 1,231 | 7 | 443 |
| US Primary | 13 | 660 | 1,770 | 2,443 | 14 | 1,004 |
| SC Primary | 12 | 768 | 1,768 | 2,548 | 12 | 1,130 |
| Secondary | 13 | 1,023 | 2,825 | 3,861 | 15 | 1,450 |
| County | 2 | 218 | 824 | 1,044 | 2 | 274 |

| Statistics | 2010 | 2011 |
|--|---------------|---------------|
| Total Collisions Ranking County/State** | 2 | 2 |
| Fatal Collisions Ranking County/State** | 1 | 4 |
| Injury Collisions Ranking County/State** | 1 | 1 |
| Driver Licenses | 259,176 | 267,686 |
| Vehicle Registrations | 283,784 | 289,339 |
| Economic Loss*** | \$235,909,900 | \$227,440,000 |
| Population Estimates@ | 350,209 | 357,590 |
| MV Population Death Rate@@@ | 14.6 | 14 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 176 | 78 | 76 | 36 | 16 | 382 |
| Restrained | 20,475 | 2,278 | 836 | 124 | 15 | 23,728 |
| Child Safety Seat | 729 | 78 | 7 | 2 | 0 | 816 |
| Unknown | 2,037 | 228 | 93 | 16 | 4 | 2,378 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 8 | 3 | 1 | 0 | 0 | 12 |
| Restrained | 162 | 20 | 3 | 0 | 0 | 185 |
| Child Safety Seat | 628 | 69 | 6 | 0 | 0 | 703 |
| Unknown | 14 | 1 | 0 | 0 | 0 | 15 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

CHEROKEE COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 11 | 450 | 862 | 1,323 | 14 | 767 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 2 | 23 | 37 | 62 | 4 | 40 |
| 3:01am - 6:00am | 2 | 11 | 41 | 54 | 2 | 15 |
| 6:01am - 9:00am | 1 | 57 | 103 | 161 | 1 | 83 |
| 9:01am - Noon | 1 | 46 | 108 | 155 | 1 | 71 |
| 12:01pm - 3:00pm | 1 | 76 | 161 | 238 | 2 | 139 |
| 3:01pm - 6:00pm | 0 | 112 | 230 | 342 | 0 | 196 |
| 6:01pm - 9:00pm | 2 | 84 | 118 | 204 | 2 | 142 |
| 9:01pm - Midnight | 2 | 41 | 64 | 107 | 2 | 81 |
| Collisions Investigated by Jurisdiction | | | | | | |
| CHEROKEE COUNTY SHERIFFS OFFICE | 0 | 1 | 2 | 3 | 0 | 6 |
| BLACKBURG POLICE DEPARTMENT | 0 | 9 | 14 | 23 | 0 | 23 |
| GAFFNEY POLICE DEPARTMENT | 0 | 124 | 221 | 345 | 0 | 227 |
| S.C. HIGHWAY PATROL TROOP 3 | 0 | 1 | 2 | 3 | 0 | 1 |
| S.C. HIGHWAY PATROL TROOP 4 | 11 | 315 | 623 | 949 | 14 | 510 |
| Collisions by Route Category | | | | | | |
| Interstate | 7 | 58 | 204 | 269 | 9 | 90 |
| US Primary | 1 | 49 | 80 | 130 | 2 | 104 |
| SC Primary | 1 | 125 | 261 | 387 | 1 | 206 |
| Secondary | 2 | 188 | 262 | 452 | 2 | 324 |
| County | 0 | 30 | 55 | 85 | 0 | 43 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 20 | 19 |
| Fatal Collisions Ranking County/State** | 32 | 24 |
| Injury Collisions Ranking County/State** | 21 | 20 |
| Driver Licenses | 41,164 | 41,364 |
| Vehicle Registrations | 49,460 | 49,482 |
| Economic Loss*** | \$31,691,400 | \$40,970,200 |
| Population Estimates@ | 55,342 | 55,539 |
| MV Population Death Rate@/@ | 16.3 | 25.2 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 34 | 18 | 16 | 4 | 6 | 78 |
| Restrained | 1,997 | 533 | 75 | 18 | 5 | 2,628 |
| Child Safety Seat | 76 | 13 | 1 | 0 | 0 | 90 |
| Unknown | 122 | 24 | 5 | 2 | 1 | 154 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 0 | 0 | 0 | 1 | 0 | 1 |
| Restrained | 15 | 6 | 0 | 0 | 0 | 21 |
| Child Safety Seat | 67 | 13 | 1 | 0 | 0 | 81 |
| Unknown | 0 | 3 | 0 | 0 | 0 | 3 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

CHESTER COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 6 | 248 | 368 | 622 | 6 | 396 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 1 | 23 | 25 | 49 | 1 | 36 |
| 3:01am - 6:00am | 2 | 16 | 21 | 39 | 2 | 23 |
| 6:01am - 9:00am | 1 | 27 | 45 | 73 | 1 | 45 |
| 9:01am - Noon | 0 | 18 | 36 | 54 | 0 | 28 |
| 12:01pm - 3:00pm | 0 | 37 | 68 | 105 | 0 | 62 |
| 3:01pm - 6:00pm | 2 | 62 | 65 | 129 | 2 | 86 |
| 6:01pm - 9:00pm | 0 | 37 | 60 | 97 | 0 | 59 |
| 9:01pm - Midnight | 0 | 28 | 48 | 76 | 0 | 57 |
| Collisions Investigated by Jurisdiction | | | | | | |
| CHESTER POLICE DEPARTMENT | 0 | 26 | 38 | 64 | 0 | 52 |
| GREAT FALLS POLICE DEPARTMENT | 0 | 13 | 10 | 23 | 0 | 25 |
| FORT LAWN POLICE DEPARTMENT | 0 | 5 | 10 | 15 | 0 | 6 |
| S.C. HIGHWAY PATROL TROOP 4 | 6 | 204 | 310 | 520 | 6 | 313 |
| Collisions by Route Category | | | | | | |
| Interstate | 1 | 20 | 73 | 94 | 1 | 35 |
| US Primary | 1 | 36 | 46 | 83 | 1 | 61 |
| SC Primary | 4 | 98 | 126 | 228 | 4 | 136 |
| Secondary | 0 | 89 | 115 | 204 | 0 | 158 |
| County | 0 | 5 | 8 | 13 | 0 | 6 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 29 | 29 |
| Fatal Collisions Ranking County/State** | 23 | 34 |
| Injury Collisions Ranking County/State** | 28 | 27 |
| Driver Licenses | 25,354 | 25,419 |
| Vehicle Registrations | 30,083 | 30,280 |
| Economic Loss*** | \$28,746,300 | \$19,635,400 |
| Population Estimates@ | 33,140 | 32,833 |
| MV Population Death Rate@@@ | 36.2 | 18.3 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 42 | 23 | 5 | 4 | 1 | 75 |
| Restrained | 943 | 227 | 63 | 22 | 4 | 1,259 |
| Child Safety Seat | 43 | 9 | 0 | 0 | 0 | 52 |
| Unknown | 77 | 11 | 7 | 1 | 0 | 96 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 0 | 1 | 0 | 0 | 0 | 1 |
| Restrained | 15 | 4 | 0 | 0 | 0 | 19 |
| Child Safety Seat | 37 | 8 | 0 | 0 | 0 | 45 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

CHESTERFIELD COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 7 | 216 | 295 | 518 | 8 | 359 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 1 | 15 | 26 | 42 | 1 | 20 |
| 3:01am - 6:00am | 1 | 8 | 10 | 19 | 1 | 18 |
| 6:01am - 9:00am | 1 | 19 | 28 | 48 | 2 | 31 |
| 9:01am - Noon | 1 | 26 | 33 | 60 | 1 | 50 |
| 12:01pm - 3:00pm | 1 | 46 | 53 | 100 | 1 | 64 |
| 3:01pm - 6:00pm | 1 | 49 | 70 | 120 | 1 | 90 |
| 6:01pm - 9:00pm | 0 | 28 | 42 | 70 | 0 | 48 |
| 9:01pm - Midnight | 1 | 25 | 33 | 59 | 1 | 38 |
| Collisions Investigated by Jurisdiction | | | | | | |
| CHESTERFIELD COUNTY SHERIFFS OFFICE | 0 | 2 | 3 | 5 | 0 | 2 |
| CHERAW POLICE DEPARTMENT | 0 | 35 | 49 | 84 | 0 | 75 |
| CHESTERFIELD POLICE DEPARTMENT | 0 | 8 | 15 | 23 | 0 | 9 |
| MCBEE POLICE DEPARTMENT | 0 | 4 | 4 | 8 | 0 | 9 |
| PAGELAND POLICE DEPARTMENT | 0 | 16 | 39 | 55 | 0 | 24 |
| S.C. HIGHWAY PATROL TROOP 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| S.C. HIGHWAY PATROL TROOP 4 | 7 | 150 | 185 | 342 | 8 | 239 |
| Collisions by Route Category | | | | | | |
| Interstate | 0 | 0 | 0 | 0 | 0 | 0 |
| US Primary | 1 | 27 | 43 | 71 | 1 | 50 |
| SC Primary | 3 | 72 | 112 | 187 | 3 | 130 |
| Secondary | 3 | 103 | 121 | 227 | 4 | 159 |
| County | 0 | 14 | 19 | 33 | 0 | 20 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 32 | 33 |
| Fatal Collisions Ranking County/State** | 19 | 32 |
| Injury Collisions Ranking County/State** | 30 | 31 |
| Driver Licenses | 32,642 | 32,909 |
| Vehicle Registrations | 40,573 | 40,792 |
| Economic Loss*** | \$29,350,400 | \$20,968,100 |
| Population Estimates@ | 46,734 | 46,607 |
| MV Population Death Rate@@ | 27.8 | 17.2 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 15 | 16 | 11 | 9 | 6 | 57 |
| Restrained | 751 | 215 | 55 | 17 | 1 | 1,039 |
| Child Safety Seat | 27 | 7 | 1 | 0 | 0 | 35 |
| Unknown | 49 | 13 | 0 | 0 | 0 | 62 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 1 | 0 | 0 | 2 | 0 | 3 |
| Restrained | 10 | 4 | 0 | 0 | 0 | 14 |
| Child Safety Seat | 26 | 5 | 1 | 0 | 0 | 32 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

CLARENDON COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 11 | 204 | 360 | 575 | 15 | 354 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 1 | 20 | 36 | 57 | 1 | 38 |
| 3:01am - 6:00am | 3 | 8 | 36 | 47 | 3 | 18 |
| 6:01am - 9:00am | 0 | 28 | 48 | 76 | 0 | 40 |
| 9:01am - Noon | 1 | 21 | 40 | 62 | 2 | 36 |
| 12:01pm - 3:00pm | 3 | 38 | 53 | 94 | 4 | 66 |
| 3:01pm - 6:00pm | 1 | 36 | 70 | 107 | 3 | 73 |
| 6:01pm - 9:00pm | 1 | 37 | 46 | 84 | 1 | 62 |
| 9:01pm - Midnight | 1 | 16 | 31 | 48 | 1 | 21 |
| Collisions Investigated by Jurisdiction | | | | | | |
| CLARENDON COUNTY SHERIFFS OFFICE | 0 | 4 | 6 | 10 | 0 | 7 |
| MANNING POLICE DEPARTMENT | 0 | 27 | 58 | 85 | 0 | 48 |
| SUMMERTON POLICE DEPARTMENT | 0 | 2 | 3 | 5 | 0 | 2 |
| TURBEVILLE POLICE DEPARTMENT | 0 | 0 | 5 | 5 | 0 | 0 |
| S.C. HIGHWAY PATROL TROOP 1 | 11 | 168 | 285 | 464 | 15 | 293 |
| S.C. HIGHWAY PATROL TROOP 5 | 0 | 1 | 1 | 2 | 0 | 1 |
| S.C. HIGHWAY PATROL TROOP 7 | 0 | 2 | 2 | 4 | 0 | 3 |
| Collisions by Route Category | | | | | | |
| Interstate | 7 | 36 | 100 | 143 | 9 | 73 |
| US Primary | 2 | 47 | 62 | 111 | 4 | 86 |
| SC Primary | 1 | 54 | 82 | 137 | 1 | 93 |
| Secondary | 1 | 60 | 107 | 168 | 1 | 92 |
| County | 0 | 7 | 9 | 16 | 0 | 10 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 31 | 31 |
| Fatal Collisions Ranking County/State** | 30 | 24 |
| Injury Collisions Ranking County/State** | 34 | 34 |
| Driver Licenses | 24,315 | 24,446 |
| Vehicle Registrations | 27,771 | 27,740 |
| Economic Loss*** | \$26,273,300 | \$30,688,600 |
| Population Estimates@ | 34,971 | 34,630 |
| MV Population Death Rate@@ | 34.3 | 43.3 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 28 | 10 | 6 | 6 | 4 | 54 |
| Restrained | 914 | 250 | 31 | 11 | 8 | 1,214 |
| Child Safety Seat | 29 | 6 | 1 | 0 | 0 | 36 |
| Unknown | 45 | 11 | 2 | 0 | 2 | 60 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 2 | 1 | 0 | 0 | 0 | 3 |
| Restrained | 6 | 2 | 0 | 0 | 0 | 8 |
| Child Safety Seat | 26 | 5 | 1 | 0 | 0 | 32 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

COLLETON COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 18 | 319 | 616 | 953 | 19 | 524 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 0 | 24 | 41 | 65 | 0 | 39 |
| 3:01am - 6:00am | 0 | 17 | 39 | 56 | 0 | 24 |
| 6:01am - 9:00am | 5 | 37 | 69 | 111 | 5 | 65 |
| 9:01am - Noon | 4 | 38 | 74 | 116 | 4 | 52 |
| 12:01pm - 3:00pm | 2 | 52 | 113 | 167 | 2 | 84 |
| 3:01pm - 6:00pm | 3 | 81 | 140 | 224 | 4 | 123 |
| 6:01pm - 9:00pm | 0 | 38 | 83 | 121 | 0 | 80 |
| 9:01pm - Midnight | 4 | 32 | 57 | 93 | 4 | 57 |
| Collisions Investigated by Jurisdiction | | | | | | |
| COLLETON COUNTY SHERIFFS OFFICE | 0 | 4 | 7 | 11 | 0 | 8 |
| WALTERBORO POLICE DEPARTMENT | 0 | 54 | 145 | 199 | 0 | 84 |
| COTTAGEVILLE POLICE DEPARTMENT | 0 | 1 | 3 | 4 | 0 | 1 |
| EDISTO BEACH POLICE DEPARTMENT | 0 | 3 | 2 | 5 | 0 | 4 |
| S.C. HIGHWAY PATROL TROOP 6 | 18 | 256 | 459 | 733 | 19 | 426 |
| STATE TRANSPORT POLICE 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| Collisions by Route Category | | | | | | |
| Interstate | 5 | 59 | 148 | 212 | 6 | 118 |
| US Primary | 0 | 62 | 145 | 207 | 0 | 106 |
| SC Primary | 8 | 108 | 171 | 287 | 8 | 165 |
| Secondary | 5 | 85 | 129 | 219 | 5 | 125 |
| County | 0 | 5 | 23 | 28 | 0 | 10 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 25 | 25 |
| Fatal Collisions Ranking County/State** | 16 | 16 |
| Injury Collisions Ranking County/State** | 25 | 25 |
| Driver Licenses | 29,963 | 30,033 |
| Vehicle Registrations | 34,983 | 34,709 |
| Economic Loss*** | \$44,934,500 | \$44,305,400 |
| Population Estimates@ | 38,892 | 38,429 |
| MV Population Death Rate@@ | 48.9 | 49.4 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 22 | 28 | 31 | 18 | 6 | 105 |
| Restrained | 1,410 | 271 | 60 | 31 | 7 | 1,779 |
| Child Safety Seat | 70 | 7 | 3 | 0 | 0 | 80 |
| Unknown | 196 | 33 | 10 | 11 | 3 | 253 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 0 | 0 | 3 | 0 | 0 | 3 |
| Restrained | 19 | 1 | 0 | 0 | 0 | 20 |
| Child Safety Seat | 60 | 5 | 3 | 0 | 0 | 68 |
| Unknown | 3 | 2 | 0 | 0 | 0 | 5 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @ Motor Vehicle Deaths Per 100,000 Population

@ @ @ Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

DARLINGTON COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 14 | 432 | 786 | 1,232 | 16 | 686 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 1 | 18 | 44 | 63 | 1 | 20 |
| 3:01am - 6:00am | 1 | 19 | 39 | 59 | 1 | 26 |
| 6:01am - 9:00am | 0 | 47 | 84 | 131 | 0 | 67 |
| 9:01am - Noon | 1 | 47 | 122 | 170 | 1 | 67 |
| 12:01pm - 3:00pm | 1 | 88 | 152 | 241 | 1 | 137 |
| 3:01pm - 6:00pm | 4 | 113 | 170 | 287 | 5 | 207 |
| 6:01pm - 9:00pm | 5 | 64 | 110 | 179 | 6 | 105 |
| 9:01pm - Midnight | 1 | 36 | 65 | 102 | 1 | 57 |
| Collisions Investigated by Jurisdiction | | | | | | |
| DARLINGTON COUNTY SHERIFFS OFFICE | 0 | 0 | 4 | 4 | 0 | 0 |
| DARLINGTON POLICE DEPARTMENT | 1 | 36 | 98 | 135 | 1 | 63 |
| HARTSVILLE POLICE DEPARTMENT | 1 | 83 | 149 | 233 | 1 | 124 |
| LAMAR POLICE DEPARTMENT | 0 | 0 | 1 | 1 | 0 | 0 |
| S.C. HIGHWAY PATROL TROOP 5 | 12 | 313 | 534 | 859 | 14 | 499 |
| Collisions by Route Category | | | | | | |
| Interstate | 1 | 12 | 46 | 59 | 1 | 20 |
| US Primary | 2 | 112 | 207 | 321 | 3 | 188 |
| SC Primary | 3 | 98 | 156 | 257 | 3 | 169 |
| Secondary | 7 | 197 | 348 | 552 | 8 | 296 |
| County | 1 | 13 | 29 | 43 | 1 | 13 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 19 | 21 |
| Fatal Collisions Ranking County/State** | 23 | 19 |
| Injury Collisions Ranking County/State** | 19 | 21 |
| Driver Licenses | 49,247 | 49,405 |
| Vehicle Registrations | 56,500 | 56,120 |
| Economic Loss*** | \$40,314,700 | \$42,751,600 |
| Population Estimates@ | 68,681 | 68,259 |
| MV Population Death Rate@/@ | 17.5 | 23.4 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 59 | 18 | 9 | 6 | 8 | 100 |
| Restrained | 2,004 | 394 | 123 | 19 | 5 | 2,545 |
| Child Safety Seat | 89 | 14 | 5 | 0 | 0 | 108 |
| Unknown | 105 | 18 | 3 | 0 | 2 | 128 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 10 | 0 | 0 | 0 | 0 | 10 |
| Restrained | 26 | 4 | 2 | 0 | 0 | 32 |
| Child Safety Seat | 79 | 14 | 5 | 0 | 0 | 98 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

DILLON COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 12 | 233 | 457 | 702 | 12 | 436 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 2 | 10 | 19 | 31 | 2 | 12 |
| 3:01am - 6:00am | 2 | 10 | 19 | 31 | 2 | 18 |
| 6:01am - 9:00am | 0 | 23 | 46 | 69 | 0 | 41 |
| 9:01am - Noon | 0 | 37 | 82 | 119 | 0 | 75 |
| 12:01pm - 3:00pm | 3 | 53 | 87 | 143 | 3 | 102 |
| 3:01pm - 6:00pm | 2 | 54 | 120 | 176 | 2 | 104 |
| 6:01pm - 9:00pm | 3 | 31 | 48 | 82 | 3 | 57 |
| 9:01pm - Midnight | 0 | 15 | 36 | 51 | 0 | 27 |
| Collisions Investigated by Jurisdiction | | | | | | |
| DILLON COUNTY SHERIFFS OFFICE | 0 | 1 | 3 | 4 | 0 | 3 |
| DILLON POLICE DEPARTMENT | 0 | 52 | 126 | 178 | 0 | 101 |
| LAKEVIEW POLICE DEPARTMENT | 0 | 2 | 6 | 8 | 0 | 3 |
| LATTA POLICE DEPARTMENT | 1 | 10 | 5 | 16 | 1 | 20 |
| S.C. HIGHWAY PATROL TROOP 5 | 11 | 168 | 317 | 496 | 11 | 309 |
| Collisions by Route Category | | | | | | |
| Interstate | 4 | 32 | 114 | 150 | 4 | 59 |
| US Primary | 1 | 46 | 65 | 112 | 1 | 88 |
| SC Primary | 2 | 63 | 113 | 178 | 2 | 118 |
| Secondary | 5 | 83 | 154 | 242 | 5 | 156 |
| County | 0 | 9 | 11 | 20 | 0 | 15 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 28 | 28 |
| Fatal Collisions Ranking County/State** | 25 | 23 |
| Injury Collisions Ranking County/State** | 27 | 30 |
| Driver Licenses | 21,417 | 21,423 |
| Vehicle Registrations | 24,037 | 23,964 |
| Economic Loss*** | \$34,729,500 | \$28,252,600 |
| Population Estimates@ | 32,062 | 31,713 |
| MV Population Death Rate@/@ | 43.7 | 37.8 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 10 | 12 | 7 | 3 | 3 | 35 |
| Restrained | 1,184 | 281 | 83 | 1 | 6 | 1,555 |
| Child Safety Seat | 45 | 16 | 1 | 0 | 0 | 62 |
| Unknown | 100 | 5 | 4 | 0 | 0 | 109 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 0 | 4 | 1 | 0 | 0 | 5 |
| Restrained | 14 | 6 | 2 | 0 | 0 | 22 |
| Child Safety Seat | 37 | 11 | 1 | 0 | 0 | 49 |
| Unknown | 0 | 1 | 0 | 0 | 0 | 1 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

DORCHESTER COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 15 | 683 | 1,826 | 2,524 | 15 | 999 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 2 | 41 | 73 | 116 | 2 | 56 |
| 3:01am - 6:00am | 0 | 34 | 49 | 83 | 0 | 41 |
| 6:01am - 9:00am | 1 | 79 | 190 | 270 | 1 | 109 |
| 9:01am - Noon | 2 | 72 | 243 | 317 | 2 | 96 |
| 12:01pm - 3:00pm | 2 | 143 | 378 | 523 | 2 | 200 |
| 3:01pm - 6:00pm | 2 | 163 | 488 | 653 | 2 | 258 |
| 6:01pm - 9:00pm | 3 | 102 | 268 | 373 | 3 | 164 |
| 9:01pm - Midnight | 3 | 49 | 137 | 189 | 3 | 75 |
| Collisions Investigated by Jurisdiction | | | | | | |
| NORTH CHARLESTON POLICE DEPARTMENT | 2 | 40 | 90 | 132 | 2 | 61 |
| DORCHESTER COUNTY SHERIFFS OFFICE | 0 | 26 | 56 | 82 | 0 | 34 |
| ST.GEORGE POLICE DEPARTMENT | 0 | 11 | 40 | 51 | 0 | 23 |
| SUMMERVILLE POLICE DEPARTMENT | 1 | 225 | 672 | 898 | 1 | 322 |
| HARLEYVILLE POLICE DEPARTMENT | 0 | 3 | 3 | 6 | 0 | 3 |
| RIDGEVILLE POLICE DEPARTMENT | 0 | 0 | 2 | 2 | 0 | 0 |
| S.C. HIGHWAY PATROL TROOP 6 | 12 | 378 | 958 | 1,348 | 12 | 556 |
| S.C. HIGHWAY PATROL TROOP 7 | 0 | 0 | 4 | 4 | 0 | 0 |
| STATE TRANSPORT POLICE 6 | 0 | 0 | 1 | 1 | 0 | 0 |
| Collisions by Route Category | | | | | | |
| Interstate | 2 | 48 | 174 | 224 | 2 | 59 |
| US Primary | 5 | 158 | 399 | 562 | 5 | 238 |
| SC Primary | 4 | 162 | 431 | 597 | 4 | 232 |
| Secondary | 4 | 274 | 645 | 923 | 4 | 416 |
| County | 0 | 41 | 177 | 218 | 0 | 54 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 13 | 12 |
| Fatal Collisions Ranking County/State** | 25 | 17 |
| Injury Collisions Ranking County/State** | 15 | 15 |
| Driver Licenses | 103,866 | 107,248 |
| Vehicle Registrations | 109,971 | 112,178 |
| Economic Loss*** | \$55,022,700 | \$58,945,700 |
| Population Estimates@ | 136,555 | 139,944 |
| MV Population Death Rate@@ | 8.8 | 10.7 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 39 | 19 | 20 | 17 | 5 | 100 |
| Restrained | 4,626 | 502 | 205 | 49 | 4 | 5,386 |
| Child Safety Seat | 296 | 14 | 8 | 0 | 0 | 318 |
| Unknown | 565 | 58 | 8 | 4 | 0 | 635 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 3 | 0 | 1 | 0 | 1 | 5 |
| Restrained | 45 | 7 | 1 | 0 | 0 | 53 |
| Child Safety Seat | 246 | 12 | 8 | 0 | 0 | 266 |
| Unknown | 3 | 0 | 0 | 0 | 0 | 3 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

EDGEFIELD COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 10 | 135 | 159 | 304 | 11 | 181 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 1 | 9 | 12 | 22 | 1 | 11 |
| 3:01am - 6:00am | 0 | 11 | 11 | 22 | 0 | 14 |
| 6:01am - 9:00am | 1 | 15 | 13 | 29 | 1 | 19 |
| 9:01am - Noon | 2 | 14 | 24 | 40 | 2 | 21 |
| 12:01pm - 3:00pm | 0 | 29 | 31 | 60 | 0 | 34 |
| 3:01pm - 6:00pm | 1 | 26 | 30 | 57 | 1 | 36 |
| 6:01pm - 9:00pm | 2 | 21 | 22 | 45 | 2 | 31 |
| 9:01pm - Midnight | 3 | 10 | 16 | 29 | 4 | 15 |
| Collisions Investigated by Jurisdiction | | | | | | |
| NORTH AUGUSTA POLICE DEPARTMENT | 0 | 0 | 1 | 1 | 0 | 0 |
| EDGEFIELD COUNTY SHERIFFS OFFICE | 0 | 3 | 14 | 17 | 0 | 3 |
| EDGEFIELD POLICE DEPARTMENT | 0 | 11 | 20 | 31 | 0 | 17 |
| JOHNSTON POLICE DEPARTMENT | 0 | 10 | 18 | 28 | 0 | 19 |
| S.C. HIGHWAY PATROL TROOP 2 | 10 | 111 | 106 | 227 | 11 | 142 |
| Collisions by Route Category | | | | | | |
| Interstate | 0 | 0 | 0 | 0 | 0 | 0 |
| US Primary | 5 | 33 | 44 | 82 | 5 | 44 |
| SC Primary | 1 | 36 | 50 | 87 | 1 | 52 |
| Secondary | 4 | 58 | 54 | 116 | 5 | 74 |
| County | 0 | 8 | 11 | 19 | 0 | 11 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 39 | 39 |
| Fatal Collisions Ranking County/State** | 34 | 27 |
| Injury Collisions Ranking County/State** | 37 | 37 |
| Driver Licenses | 18,133 | 18,234 |
| Vehicle Registrations | 22,995 | 23,073 |
| Economic Loss*** | \$13,283,100 | \$21,675,600 |
| Population Estimates@ | 26,985 | 26,692 |
| MV Population Death Rate@/@ | 18.5 | 41.2 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 9 | 14 | 7 | 8 | 4 | 42 |
| Restrained | 371 | 76 | 32 | 19 | 4 | 502 |
| Child Safety Seat | 11 | 2 | 0 | 0 | 1 | 14 |
| Unknown | 43 | 4 | 0 | 1 | 0 | 48 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 0 | 0 | 0 | 0 | 0 | 0 |
| Restrained | 3 | 2 | 0 | 0 | 0 | 5 |
| Child Safety Seat | 11 | 2 | 0 | 0 | 1 | 14 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

FAIRFIELD COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 10 | 205 | 261 | 476 | 10 | 345 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 1 | 20 | 30 | 51 | 1 | 33 |
| 3:01am - 6:00am | 0 | 11 | 17 | 28 | 0 | 15 |
| 6:01am - 9:00am | 0 | 18 | 22 | 40 | 0 | 28 |
| 9:01am - Noon | 1 | 27 | 30 | 58 | 1 | 40 |
| 12:01pm - 3:00pm | 6 | 35 | 40 | 81 | 6 | 60 |
| 3:01pm - 6:00pm | 0 | 38 | 43 | 81 | 0 | 71 |
| 6:01pm - 9:00pm | 1 | 36 | 40 | 77 | 1 | 59 |
| 9:01pm - Midnight | 1 | 20 | 39 | 60 | 1 | 39 |
| Collisions Investigated by Jurisdiction | | | | | | |
| WINNSBORO POLICE DEPARTMENT | 0 | 24 | 22 | 46 | 0 | 54 |
| RIDGEWAY POLICE DEPARTMENT | 0 | 1 | 1 | 2 | 0 | 3 |
| S.C. HIGHWAY PATROL TROOP 1 | 0 | 0 | 2 | 2 | 0 | 0 |
| S.C. HIGHWAY PATROL TROOP 4 | 10 | 180 | 234 | 424 | 10 | 288 |
| STATE TRANSPORT POLICE 4 | 0 | 0 | 2 | 2 | 0 | 0 |
| Collisions by Route Category | | | | | | |
| Interstate | 2 | 24 | 55 | 81 | 2 | 36 |
| US Primary | 1 | 39 | 43 | 83 | 1 | 78 |
| SC Primary | 6 | 52 | 63 | 121 | 6 | 70 |
| Secondary | 1 | 84 | 95 | 180 | 1 | 153 |
| County | 0 | 6 | 5 | 11 | 0 | 8 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 35 | 35 |
| Fatal Collisions Ranking County/State** | 25 | 27 |
| Injury Collisions Ranking County/State** | 35 | 33 |
| Driver Licenses | 17,256 | 17,273 |
| Vehicle Registrations | 21,643 | 21,818 |
| Economic Loss*** | \$23,658,400 | \$23,050,800 |
| Population Estimates@ | 23,956 | 23,587 |
| MV Population Death Rate@/@ | 45.9 | 42.4 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 20 | 8 | 9 | 2 | 0 | 39 |
| Restrained | 614 | 222 | 53 | 20 | 6 | 915 |
| Child Safety Seat | 21 | 4 | 1 | 0 | 0 | 26 |
| Unknown | 69 | 9 | 3 | 0 | 0 | 81 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 1 | 0 | 0 | 0 | 0 | 1 |
| Restrained | 4 | 1 | 0 | 0 | 0 | 5 |
| Child Safety Seat | 20 | 4 | 1 | 0 | 0 | 25 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

FLORENCE COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 20 | 1,029 | 2,409 | 3,458 | 21 | 1,701 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 3 | 46 | 94 | 143 | 3 | 80 |
| 3:01am - 6:00am | 1 | 29 | 95 | 125 | 1 | 40 |
| 6:01am - 9:00am | 1 | 116 | 316 | 433 | 1 | 182 |
| 9:01am - Noon | 3 | 123 | 335 | 461 | 4 | 210 |
| 12:01pm - 3:00pm | 3 | 218 | 479 | 700 | 3 | 344 |
| 3:01pm - 6:00pm | 4 | 261 | 631 | 896 | 4 | 450 |
| 6:01pm - 9:00pm | 3 | 156 | 315 | 474 | 3 | 251 |
| 9:01pm - Midnight | 2 | 80 | 144 | 226 | 2 | 144 |
| Collisions Investigated by Jurisdiction | | | | | | |
| FLORENCE COUNTY SHERIFFS OFFICE | 0 | 3 | 6 | 9 | 0 | 3 |
| FLORENCE POLICE DEPARTMENT | 1 | 332 | 1,014 | 1,347 | 1 | 549 |
| LAKE CITY POLICE DEPARTMENT | 0 | 46 | 81 | 127 | 0 | 76 |
| COWARD POLICE DEPARTMENT | 0 | 0 | 1 | 1 | 0 | 0 |
| JOHNSONVILLE POLICE DEPARTMENT | 1 | 6 | 11 | 18 | 1 | 9 |
| OLANTA POLICE DEPARTMENT | 0 | 1 | 3 | 4 | 0 | 3 |
| PAMPLICO POLICE DEPARTMENT | 0 | 0 | 1 | 1 | 0 | 0 |
| QUINBY POLICE DEPARTMENT | 0 | 0 | 1 | 1 | 0 | 0 |
| SCRANTON POLICE DEPARTMENT | 0 | 3 | 3 | 6 | 0 | 3 |
| TIMMONSVILLE POLICE DEPARTMENT | 0 | 13 | 21 | 34 | 0 | 19 |
| FRANCIS MARION COLLEGE POLICE DEPARTMENT | 0 | 0 | 1 | 1 | 0 | 0 |
| S.C. HIGHWAY PATROL TROOP 1 | 0 | 1 | 2 | 3 | 0 | 4 |
| S.C. HIGHWAY PATROL TROOP 5 | 18 | 624 | 1,264 | 1,906 | 19 | 1,035 |
| Collisions by Route Category | | | | | | |
| Interstate | 5 | 56 | 201 | 262 | 5 | 80 |
| US Primary | 1 | 325 | 721 | 1,047 | 1 | 534 |
| SC Primary | 4 | 119 | 293 | 416 | 4 | 207 |
| Secondary | 9 | 489 | 1,070 | 1,568 | 10 | 813 |
| County | 1 | 40 | 124 | 165 | 1 | 67 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 9 | 9 |
| Fatal Collisions Ranking County/State** | 11 | 14 |
| Injury Collisions Ranking County/State** | 9 | 9 |
| Driver Licenses | 97,825 | 98,723 |
| Vehicle Registrations | 110,851 | 111,553 |
| Economic Loss*** | \$98,957,000 | \$82,334,200 |
| Population Estimates@ | 136,885 | 137,452 |
| MV Population Death Rate@@ | 21.9 | 15.3 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 91 | 49 | 38 | 21 | 6 | 205 |
| Restrained | 6,692 | 1,096 | 234 | 46 | 5 | 8,073 |
| Child Safety Seat | 320 | 43 | 2 | 0 | 1 | 366 |
| Unknown | 366 | 34 | 17 | 7 | 0 | 424 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 5 | 0 | 5 | 2 | 0 | 12 |
| Restrained | 80 | 15 | 3 | 1 | 0 | 99 |
| Child Safety Seat | 286 | 36 | 2 | 0 | 1 | 325 |
| Unknown | 7 | 1 | 0 | 0 | 0 | 8 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

GEORGETOWN COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 5 | 350 | 718 | 1,073 | 5 | 566 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 3 | 25 | 44 | 72 | 3 | 36 |
| 3:01am - 6:00am | 1 | 19 | 23 | 43 | 1 | 25 |
| 6:01am - 9:00am | 0 | 40 | 94 | 134 | 0 | 52 |
| 9:01am - Noon | 0 | 45 | 120 | 165 | 0 | 72 |
| 12:01pm - 3:00pm | 1 | 77 | 143 | 221 | 1 | 123 |
| 3:01pm - 6:00pm | 0 | 85 | 179 | 264 | 0 | 151 |
| 6:01pm - 9:00pm | 0 | 36 | 67 | 103 | 0 | 64 |
| 9:01pm - Midnight | 0 | 23 | 48 | 71 | 0 | 43 |
| Collisions Investigated by Jurisdiction | | | | | | |
| GEORGETOWN COUNTY SHERIFFS OFFICE | 0 | 1 | 2 | 3 | 0 | 1 |
| ANDREWS POLICE DEPARTMENT | 0 | 18 | 19 | 37 | 0 | 36 |
| GEORGETOWN POLICE DEPARTMENT | 1 | 68 | 165 | 234 | 1 | 111 |
| PAWLEYS ISLAND POLICE DEPARTMENT | 0 | 1 | 3 | 4 | 0 | 1 |
| S.C. HIGHWAY PATROL TROOP 5 | 4 | 262 | 529 | 795 | 4 | 417 |
| Collisions by Route Category | | | | | | |
| Interstate | 0 | 0 | 0 | 0 | 0 | 0 |
| US Primary | 4 | 191 | 400 | 595 | 4 | 348 |
| SC Primary | 0 | 37 | 54 | 91 | 0 | 50 |
| Secondary | 1 | 105 | 236 | 342 | 1 | 142 |
| County | 0 | 17 | 28 | 45 | 0 | 26 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 24 | 24 |
| Fatal Collisions Ranking County/State** | 19 | 36 |
| Injury Collisions Ranking County/State** | 24 | 24 |
| Driver Licenses | 48,550 | 48,995 |
| Vehicle Registrations | 55,798 | 56,057 |
| Economic Loss*** | \$37,410,000 | \$23,718,100 |
| Population Estimates@ | 60,158 | 60,120 |
| MV Population Death Rate@/@ | 23.3 | 8.3 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 24 | 26 | 10 | 6 | 1 | 67 |
| Restrained | 1,893 | 371 | 56 | 16 | 1 | 2,337 |
| Child Safety Seat | 61 | 7 | 0 | 0 | 0 | 68 |
| Unknown | 121 | 26 | 4 | 3 | 1 | 155 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 2 | 0 | 0 | 0 | 0 | 2 |
| Restrained | 15 | 4 | 0 | 0 | 0 | 19 |
| Child Safety Seat | 48 | 6 | 0 | 0 | 0 | 54 |
| Unknown | 1 | 1 | 0 | 0 | 0 | 2 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

GREENVILLE COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 53 | 2,803 | 9,197 | 12,053 | 54 | 4,030 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 13 | 151 | 320 | 484 | 14 | 216 |
| 3:01am - 6:00am | 2 | 101 | 275 | 378 | 2 | 132 |
| 6:01am - 9:00am | 5 | 313 | 1,309 | 1,627 | 5 | 428 |
| 9:01am - Noon | 5 | 343 | 1,224 | 1,572 | 5 | 482 |
| 12:01pm - 3:00pm | 5 | 522 | 1,829 | 2,356 | 5 | 746 |
| 3:01pm - 6:00pm | 5 | 697 | 2,444 | 3,146 | 5 | 1,020 |
| 6:01pm - 9:00pm | 11 | 430 | 1,247 | 1,688 | 11 | 626 |
| 9:01pm - Midnight | 7 | 246 | 549 | 802 | 7 | 380 |
| Collisions Investigated by Jurisdiction | | | | | | |
| GREENVILLE COUNTY SHERIFFS OFFICE | 1 | 8 | 17 | 26 | 1 | 13 |
| FOUNTAIN INN POLICE DEPARTMENT | 0 | 28 | 61 | 89 | 0 | 38 |
| GREENVILLE POLICE DEPARTMENT | 4 | 619 | 2,368 | 2,991 | 4 | 902 |
| GREER POLICE DEPARTMENT | 2 | 117 | 393 | 512 | 2 | 187 |
| MAULDIN POLICE DEPARTMENT | 1 | 101 | 264 | 366 | 1 | 145 |
| SIMPSONVILLE POLICE DEPARTMENT | 0 | 103 | 227 | 330 | 0 | 156 |
| TRAVELERS REST POLICE DEPARTMENT | 0 | 43 | 76 | 119 | 0 | 58 |
| CITY VIEW POLICE DEPARTMENT | 0 | 0 | 2 | 2 | 0 | 0 |
| S.C. HIGHWAY PATROL | 0 | 1 | 0 | 1 | 0 | 2 |
| S.C. HIGHWAY PATROL TROOP 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| S.C. HIGHWAY PATROL TROOP 3 | 45 | 1,780 | 5,781 | 7,606 | 46 | 2,525 |
| STATE TRANSPORT POLICE 1 | 0 | 2 | 8 | 10 | 0 | 3 |
| Collisions by Route Category | | | | | | |
| Interstate | 5 | 256 | 998 | 1,259 | 5 | 336 |
| US Primary | 15 | 612 | 1,777 | 2,404 | 16 | 941 |
| SC Primary | 12 | 653 | 2,027 | 2,692 | 12 | 934 |
| Secondary | 16 | 980 | 3,172 | 4,168 | 16 | 1,423 |
| County | 5 | 302 | 1,223 | 1,530 | 5 | 396 |

| Statistics | 2010 | 2011 |
|--|---------------|---------------|
| Total Collisions Ranking County/State** | 1 | 1 |
| Fatal Collisions Ranking County/State** | 1 | 1 |
| Injury Collisions Ranking County/State** | 2 | 2 |
| Driver Licenses | 335,543 | 343,074 |
| Vehicle Registrations | 381,232 | 387,799 |
| Economic Loss*** | \$232,459,800 | \$234,675,400 |
| Population Estimates@ | 451,225 | 458,803 |
| MV Population Death Rate@@ | 11.1 | 11.8 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 197 | 84 | 55 | 27 | 18 | 381 |
| Restrained | 22,761 | 2,431 | 666 | 135 | 15 | 26,008 |
| Child Safety Seat | 1,040 | 68 | 5 | 0 | 0 | 1,113 |
| Unknown | 1,636 | 119 | 55 | 11 | 2 | 1,823 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 3 | 1 | 0 | 1 | 0 | 5 |
| Restrained | 138 | 25 | 4 | 0 | 0 | 167 |
| Child Safety Seat | 899 | 61 | 5 | 0 | 0 | 965 |
| Unknown | 8 | 2 | 0 | 0 | 0 | 10 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

GREENWOOD COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 10 | 520 | 805 | 1,335 | 11 | 872 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 3 | 32 | 30 | 65 | 4 | 54 |
| 3:01am - 6:00am | 1 | 25 | 33 | 59 | 1 | 31 |
| 6:01am - 9:00am | 1 | 57 | 97 | 155 | 1 | 90 |
| 9:01am - Noon | 1 | 59 | 103 | 163 | 1 | 90 |
| 12:01pm - 3:00pm | 0 | 95 | 179 | 274 | 0 | 177 |
| 3:01pm - 6:00pm | 4 | 137 | 222 | 363 | 4 | 217 |
| 6:01pm - 9:00pm | 0 | 63 | 91 | 154 | 0 | 101 |
| 9:01pm - Midnight | 0 | 52 | 50 | 102 | 0 | 112 |
| Collisions Investigated by Jurisdiction | | | | | | |
| GREENWOOD COUNTY SHERIFFS OFFICE | 0 | 5 | 8 | 13 | 0 | 9 |
| GREENWOOD POLICE DEPARTMENT | 1 | 174 | 331 | 506 | 1 | 295 |
| WARE SHOALS POLICE DEPARTMENT | 1 | 8 | 16 | 25 | 1 | 11 |
| HODGES POLICE DEPARTMENT | 0 | 0 | 1 | 1 | 0 | 0 |
| NINETY SIX POLICE DEPARTMENT | 0 | 1 | 7 | 8 | 0 | 4 |
| S.C. HIGHWAY PATROL TROOP 2 | 8 | 332 | 441 | 781 | 9 | 553 |
| STATE TRANSPORT POLICE 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| Collisions by Route Category | | | | | | |
| Interstate | 0 | 0 | 0 | 0 | 0 | 0 |
| US Primary | 4 | 137 | 222 | 363 | 5 | 224 |
| SC Primary | 1 | 151 | 238 | 390 | 1 | 243 |
| Secondary | 4 | 194 | 287 | 485 | 4 | 348 |
| County | 1 | 38 | 58 | 97 | 1 | 57 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 18 | 18 |
| Fatal Collisions Ranking County/State** | 34 | 27 |
| Injury Collisions Ranking County/State** | 17 | 17 |
| Driver Licenses | 48,974 | 49,250 |
| Vehicle Registrations | 59,071 | 59,137 |
| Economic Loss*** | \$33,615,000 | \$40,487,300 |
| Population Estimates@ | 69,661 | 69,739 |
| MV Population Death Rate@@ | 7.2 | 15.8 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 36 | 21 | 15 | 12 | 5 | 89 |
| Restrained | 2,013 | 464 | 177 | 34 | 2 | 2,690 |
| Child Safety Seat | 80 | 16 | 3 | 1 | 0 | 100 |
| Unknown | 282 | 57 | 5 | 6 | 0 | 350 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 5 | 0 | 0 | 0 | 0 | 5 |
| Restrained | 16 | 0 | 1 | 0 | 0 | 17 |
| Child Safety Seat | 68 | 12 | 3 | 1 | 0 | 84 |
| Unknown | 1 | 1 | 0 | 0 | 0 | 2 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

HAMPTON COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 4 | 114 | 155 | 273 | 4 | 198 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 1 | 10 | 16 | 27 | 1 | 15 |
| 3:01am - 6:00am | 0 | 11 | 7 | 18 | 0 | 24 |
| 6:01am - 9:00am | 0 | 12 | 23 | 35 | 0 | 17 |
| 9:01am - Noon | 0 | 15 | 22 | 37 | 0 | 28 |
| 12:01pm - 3:00pm | 2 | 17 | 24 | 43 | 2 | 29 |
| 3:01pm - 6:00pm | 0 | 22 | 30 | 52 | 0 | 47 |
| 6:01pm - 9:00pm | 0 | 18 | 18 | 36 | 0 | 25 |
| 9:01pm - Midnight | 1 | 9 | 15 | 25 | 1 | 13 |
| Collisions Investigated by Jurisdiction | | | | | | |
| HAMPTON COUNTY SHERIFFS OFFICE | 0 | 0 | 1 | 1 | 0 | 0 |
| ESTILL POLICE DEPARTMENT | 0 | 8 | 5 | 13 | 0 | 10 |
| HAMPTON POLICE DEPARTMENT | 0 | 13 | 33 | 46 | 0 | 21 |
| GIFFORD POLICE DEPARTMENT | 0 | 1 | 0 | 1 | 0 | 1 |
| YEMASSEE POLICE DEPARTMENT | 0 | 12 | 19 | 31 | 0 | 21 |
| S.C. HIGHWAY PATROL TROOP 6 | 0 | 3 | 12 | 15 | 0 | 7 |
| S.C. HIGHWAY PATROL TROOP 7 | 4 | 77 | 85 | 166 | 4 | 138 |
| Collisions by Route Category | | | | | | |
| Interstate | 0 | 15 | 33 | 48 | 0 | 30 |
| US Primary | 1 | 48 | 44 | 93 | 1 | 78 |
| SC Primary | 1 | 24 | 22 | 47 | 1 | 46 |
| Secondary | 2 | 23 | 54 | 79 | 2 | 39 |
| County | 0 | 4 | 2 | 6 | 0 | 5 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 40 | 42 |
| Fatal Collisions Ranking County/State** | 44 | 40 |
| Injury Collisions Ranking County/State** | 39 | 42 |
| Driver Licenses | 14,235 | 14,262 |
| Vehicle Registrations | 16,338 | 16,242 |
| Economic Loss*** | \$10,156,600 | \$11,438,800 |
| Population Estimates@ | 21,090 | 20,759 |
| MV Population Death Rate@@ | 9.5 | 19.3 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 4 | 6 | 8 | 4 | 4 | 26 |
| Restrained | 345 | 91 | 44 | 16 | 0 | 496 |
| Child Safety Seat | 7 | 8 | 0 | 2 | 0 | 17 |
| Unknown | 26 | 11 | 0 | 0 | 0 | 37 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 0 | 0 | 0 | 0 | 0 | 0 |
| Restrained | 3 | 3 | 0 | 0 | 0 | 6 |
| Child Safety Seat | 7 | 7 | 0 | 2 | 0 | 16 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

HORRY COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 50 | 2,036 | 5,020 | 7,106 | 52 | 3,115 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 11 | 134 | 244 | 389 | 11 | 187 |
| 3:01am - 6:00am | 3 | 69 | 164 | 236 | 3 | 89 |
| 6:01am - 9:00am | 5 | 175 | 503 | 683 | 5 | 249 |
| 9:01am - Noon | 2 | 243 | 690 | 935 | 2 | 378 |
| 12:01pm - 3:00pm | 9 | 404 | 1,049 | 1,462 | 10 | 631 |
| 3:01pm - 6:00pm | 6 | 460 | 1,302 | 1,768 | 7 | 733 |
| 6:01pm - 9:00pm | 9 | 328 | 661 | 998 | 9 | 499 |
| 9:01pm - Midnight | 5 | 223 | 407 | 635 | 5 | 349 |
| Collisions Investigated by Jurisdiction | | | | | | |
| HORRY COUNTY SHERIFFS OFFICE | 0 | 6 | 7 | 13 | 0 | 10 |
| ATLANTIC BEACH POLICE DEPARTMENT | 0 | 9 | 18 | 27 | 0 | 11 |
| CONWAY POLICE DEPARTMENT | 4 | 171 | 505 | 680 | 4 | 301 |
| AYNOR POLICE DEPARTMENT | 0 | 7 | 33 | 40 | 0 | 17 |
| HORRY COUNTY POLICE DEPARTMENT | 0 | 1 | 2 | 3 | 0 | 1 |
| LORIS POLICE DEPARTMENT | 0 | 31 | 46 | 77 | 0 | 63 |
| MYRTLE BEACH POLICE DEPARTMENT | 6 | 495 | 891 | 1,392 | 6 | 721 |
| NORTH MYRTLE BEACH POLICE DEPARTMENT | 3 | 127 | 346 | 476 | 3 | 184 |
| SURFSIDE BEACH POLICE DEPARTMENT | 1 | 31 | 105 | 137 | 1 | 47 |
| USC - COASTAL CAROLINA POLICE DEPARTMENT | 0 | 7 | 34 | 41 | 0 | 11 |
| BRIARCLIFF ACRES POLICE DEPARTMENT | 0 | 1 | 4 | 5 | 0 | 4 |
| S.C. HIGHWAY PATROL TROOP 5 | 36 | 1,150 | 3,029 | 4,215 | 38 | 1,745 |
| Collisions by Route Category | | | | | | |
| Interstate | 0 | 0 | 0 | 0 | 0 | 0 |
| US Primary | 23 | 805 | 2,289 | 3,117 | 24 | 1,308 |
| SC Primary | 10 | 363 | 787 | 1,160 | 10 | 570 |
| Secondary | 12 | 561 | 1,161 | 1,734 | 13 | 820 |
| County | 5 | 307 | 783 | 1,095 | 5 | 417 |

| Statistics | 2010 | 2011 |
|--|---------------|---------------|
| Total Collisions Ranking County/State** | 4 | 4 |
| Fatal Collisions Ranking County/State** | 3 | 2 |
| Injury Collisions Ranking County/State** | 4 | 4 |
| Driver Licenses | 219,317 | 226,720 |
| Vehicle Registrations | 237,226 | 243,884 |
| Economic Loss*** | \$180,918,300 | \$186,438,500 |
| Population Estimates@ | 269,291 | 275,642 |
| MV Population Death Rate@@ | 17.8 | 18.9 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 174 | 88 | 61 | 33 | 11 | 367 |
| Restrained | 15,246 | 1,556 | 629 | 152 | 11 | 17,594 |
| Child Safety Seat | 548 | 59 | 10 | 0 | 0 | 617 |
| Unknown | 691 | 55 | 7 | 10 | 1 | 764 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 6 | 6 | 0 | 0 | 0 | 12 |
| Restrained | 170 | 11 | 2 | 1 | 0 | 184 |
| Child Safety Seat | 465 | 56 | 8 | 0 | 0 | 529 |
| Unknown | 6 | 1 | 0 | 0 | 0 | 7 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

JASPER COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 19 | 215 | 508 | 742 | 24 | 380 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 3 | 12 | 40 | 55 | 3 | 31 |
| 3:01am - 6:00am | 1 | 18 | 49 | 68 | 1 | 30 |
| 6:01am - 9:00am | 3 | 15 | 54 | 72 | 3 | 24 |
| 9:01am - Noon | 3 | 32 | 54 | 89 | 4 | 59 |
| 12:01pm - 3:00pm | 1 | 38 | 89 | 128 | 1 | 58 |
| 3:01pm - 6:00pm | 2 | 43 | 93 | 138 | 2 | 74 |
| 6:01pm - 9:00pm | 2 | 33 | 84 | 119 | 4 | 64 |
| 9:01pm - Midnight | 4 | 24 | 45 | 73 | 6 | 40 |
| Collisions Investigated by Jurisdiction | | | | | | |
| JASPER COUNTY SHERIFFS OFFICE | 0 | 0 | 3 | 3 | 0 | 0 |
| HARDEEVILLE POLICE DEPARTMENT | 2 | 51 | 119 | 172 | 2 | 95 |
| RIDGELAND POLICE DEPARTMENT | 3 | 20 | 102 | 125 | 3 | 39 |
| S.C. HIGHWAY PATROL TROOP 6 | 14 | 144 | 284 | 442 | 19 | 246 |
| Collisions by Route Category | | | | | | |
| Interstate | 8 | 52 | 201 | 261 | 9 | 105 |
| US Primary | 6 | 77 | 108 | 191 | 8 | 127 |
| SC Primary | 3 | 38 | 113 | 154 | 5 | 66 |
| Secondary | 2 | 45 | 71 | 118 | 2 | 77 |
| County | 0 | 3 | 15 | 18 | 0 | 5 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 27 | 27 |
| Fatal Collisions Ranking County/State** | 15 | 15 |
| Injury Collisions Ranking County/State** | 31 | 32 |
| Driver Licenses | 15,452 | 16,143 |
| Vehicle Registrations | 21,747 | 22,070 |
| Economic Loss*** | \$39,226,000 | \$48,234,600 |
| Population Estimates@ | 24,777 | 25,330 |
| MV Population Death Rate@@ | 68.6 | 94.7 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 19 | 12 | 2 | 15 | 9 | 57 |
| Restrained | 1,078 | 198 | 56 | 45 | 5 | 1,382 |
| Child Safety Seat | 20 | 7 | 1 | 0 | 0 | 28 |
| Unknown | 129 | 10 | 13 | 3 | 4 | 159 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 0 | 0 | 0 | 1 | 1 | 2 |
| Restrained | 8 | 1 | 0 | 0 | 0 | 9 |
| Child Safety Seat | 16 | 6 | 1 | 0 | 0 | 23 |
| Unknown | 2 | 0 | 0 | 0 | 0 | 2 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

KERSHAW COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 10 | 381 | 687 | 1,078 | 10 | 621 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 1 | 24 | 38 | 63 | 1 | 34 |
| 3:01am - 6:00am | 0 | 17 | 29 | 46 | 0 | 17 |
| 6:01am - 9:00am | 2 | 51 | 89 | 142 | 2 | 79 |
| 9:01am - Noon | 0 | 47 | 89 | 136 | 0 | 74 |
| 12:01pm - 3:00pm | 0 | 80 | 111 | 191 | 0 | 128 |
| 3:01pm - 6:00pm | 1 | 81 | 159 | 241 | 1 | 132 |
| 6:01pm - 9:00pm | 3 | 46 | 105 | 154 | 3 | 94 |
| 9:01pm - Midnight | 3 | 35 | 67 | 105 | 3 | 63 |
| Collisions Investigated by Jurisdiction | | | | | | |
| CAMDEN POLICE DEPARTMENT | 0 | 85 | 137 | 222 | 0 | 153 |
| BETHUNE POLICE DEPARTMENT | 0 | 1 | 1 | 2 | 0 | 1 |
| ELGIN POLICE DEPARTMENT | 0 | 7 | 28 | 35 | 0 | 10 |
| S.C. HIGHWAY PATROL TROOP 1 | 10 | 288 | 520 | 818 | 10 | 457 |
| S.C. HIGHWAY PATROL TROOP 5 | 0 | 0 | 1 | 1 | 0 | 0 |
| Collisions by Route Category | | | | | | |
| Interstate | 1 | 32 | 87 | 120 | 1 | 61 |
| US Primary | 1 | 152 | 265 | 418 | 1 | 255 |
| SC Primary | 3 | 44 | 45 | 92 | 3 | 69 |
| Secondary | 5 | 136 | 254 | 395 | 5 | 210 |
| County | 0 | 17 | 36 | 53 | 0 | 26 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 22 | 23 |
| Fatal Collisions Ranking County/State** | 17 | 27 |
| Injury Collisions Ranking County/State** | 22 | 22 |
| Driver Licenses | 48,023 | 48,431 |
| Vehicle Registrations | 58,185 | 58,638 |
| Economic Loss*** | \$40,082,600 | \$31,101,400 |
| Population Estimates@ | 61,697 | 62,204 |
| MV Population Death Rate@/@ | 22.7 | 16.1 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 36 | 32 | 12 | 13 | 5 | 98 |
| Restrained | 1,799 | 443 | 39 | 14 | 3 | 2,298 |
| Child Safety Seat | 84 | 20 | 0 | 2 | 0 | 106 |
| Unknown | 97 | 9 | 2 | 1 | 0 | 109 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 4 | 1 | 0 | 0 | 0 | 5 |
| Restrained | 14 | 2 | 1 | 0 | 0 | 17 |
| Child Safety Seat | 77 | 17 | 0 | 1 | 0 | 95 |
| Unknown | 1 | 1 | 0 | 0 | 0 | 2 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

LANCASTER COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 22 | 479 | 864 | 1,365 | 24 | 766 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 1 | 23 | 44 | 68 | 1 | 44 |
| 3:01am - 6:00am | 0 | 20 | 34 | 54 | 0 | 26 |
| 6:01am - 9:00am | 3 | 43 | 106 | 152 | 3 | 66 |
| 9:01am - Noon | 3 | 70 | 123 | 196 | 3 | 109 |
| 12:01pm - 3:00pm | 5 | 84 | 170 | 259 | 7 | 131 |
| 3:01pm - 6:00pm | 4 | 115 | 211 | 330 | 4 | 188 |
| 6:01pm - 9:00pm | 4 | 82 | 119 | 205 | 4 | 129 |
| 9:01pm - Midnight | 2 | 42 | 57 | 101 | 2 | 73 |
| Collisions Investigated by Jurisdiction | | | | | | |
| LANCASTER COUNTY SHERIFFS OFFICE | 0 | 5 | 13 | 18 | 0 | 7 |
| LANCASTER POLICE DEPARTMENT | 1 | 116 | 212 | 329 | 1 | 206 |
| HEATH SPRINGS POLICE DEPARTMENT | 0 | 0 | 1 | 1 | 0 | 0 |
| KERSHAW POLICE DEPARTMENT | 0 | 0 | 4 | 4 | 0 | 0 |
| S.C. HIGHWAY PATROL TROOP 4 | 21 | 358 | 634 | 1,013 | 23 | 553 |
| Collisions by Route Category | | | | | | |
| Interstate | 0 | 0 | 0 | 0 | 0 | 0 |
| US Primary | 6 | 106 | 244 | 356 | 8 | 163 |
| SC Primary | 5 | 135 | 258 | 398 | 5 | 213 |
| Secondary | 9 | 219 | 335 | 563 | 9 | 365 |
| County | 2 | 19 | 27 | 48 | 2 | 25 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 21 | 17 |
| Fatal Collisions Ranking County/State** | 25 | 12 |
| Injury Collisions Ranking County/State** | 20 | 18 |
| Driver Licenses | 57,232 | 58,524 |
| Vehicle Registrations | 66,944 | 68,008 |
| Economic Loss*** | \$37,548,900 | \$56,755,600 |
| Population Estimates@ | 76,652 | 77,698 |
| MV Population Death Rate@/@ | 14.4 | 30.9 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 26 | 18 | 12 | 8 | 7 | 71 |
| Restrained | 2,294 | 437 | 157 | 26 | 10 | 2,924 |
| Child Safety Seat | 121 | 15 | 7 | 0 | 0 | 143 |
| Unknown | 205 | 27 | 6 | 0 | 1 | 239 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 0 | 0 | 1 | 0 | 0 | 1 |
| Restrained | 42 | 9 | 1 | 1 | 0 | 53 |
| Child Safety Seat | 110 | 13 | 5 | 0 | 0 | 128 |
| Unknown | 2 | 1 | 0 | 0 | 0 | 3 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

LAURENS COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 14 | 463 | 784 | 1,261 | 15 | 709 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 2 | 26 | 54 | 82 | 2 | 36 |
| 3:01am - 6:00am | 2 | 31 | 53 | 86 | 3 | 39 |
| 6:01am - 9:00am | 2 | 53 | 96 | 151 | 2 | 69 |
| 9:01am - Noon | 2 | 44 | 115 | 161 | 2 | 59 |
| 12:01pm - 3:00pm | 1 | 76 | 137 | 214 | 1 | 133 |
| 3:01pm - 6:00pm | 0 | 101 | 171 | 272 | 0 | 167 |
| 6:01pm - 9:00pm | 1 | 77 | 102 | 180 | 1 | 112 |
| 9:01pm - Midnight | 4 | 55 | 56 | 115 | 4 | 94 |
| Collisions Investigated by Jurisdiction | | | | | | |
| FOUNTAIN INN POLICE DEPARTMENT | 0 | 6 | 5 | 11 | 0 | 7 |
| WARE SHOALS POLICE DEPARTMENT | 0 | 0 | 1 | 1 | 0 | 0 |
| LAURENS COUNTY SHERIFFS OFFICE | 0 | 2 | 2 | 4 | 0 | 2 |
| LAURENS POLICE DEPARTMENT | 1 | 66 | 130 | 197 | 1 | 109 |
| CLINTON POLICE DEPARTMENT | 0 | 33 | 67 | 100 | 0 | 57 |
| S.C. HIGHWAY PATROL TROOP 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| S.C. HIGHWAY PATROL TROOP 2 | 13 | 356 | 577 | 946 | 14 | 534 |
| STATE TRANSPORT POLICE 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| Collisions by Route Category | | | | | | |
| Interstate | 3 | 53 | 170 | 226 | 3 | 82 |
| US Primary | 1 | 106 | 171 | 278 | 1 | 160 |
| SC Primary | 4 | 115 | 141 | 260 | 5 | 190 |
| Secondary | 5 | 161 | 227 | 393 | 5 | 234 |
| County | 1 | 28 | 75 | 104 | 1 | 43 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 17 | 20 |
| Fatal Collisions Ranking County/State** | 17 | 19 |
| Injury Collisions Ranking County/State** | 18 | 19 |
| Driver Licenses | 49,389 | 49,543 |
| Vehicle Registrations | 59,712 | 60,013 |
| Economic Loss*** | \$44,627,400 | \$43,962,200 |
| Population Estimates@ | 66,537 | 66,343 |
| MV Population Death Rate@@ | 21 | 22.6 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 37 | 17 | 26 | 19 | 5 | 104 |
| Restrained | 1,794 | 361 | 151 | 35 | 5 | 2,346 |
| Child Safety Seat | 74 | 15 | 1 | 0 | 0 | 90 |
| Unknown | 182 | 18 | 5 | 5 | 0 | 210 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 0 | 0 | 2 | 0 | 0 | 2 |
| Restrained | 18 | 2 | 0 | 1 | 0 | 21 |
| Child Safety Seat | 67 | 13 | 1 | 0 | 0 | 81 |
| Unknown | 1 | 0 | 0 | 0 | 0 | 1 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

LEE COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 5 | 126 | 207 | 338 | 5 | 243 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 0 | 8 | 13 | 21 | 0 | 13 |
| 3:01am - 6:00am | 0 | 11 | 10 | 21 | 0 | 14 |
| 6:01am - 9:00am | 1 | 10 | 34 | 45 | 1 | 14 |
| 9:01am - Noon | 1 | 16 | 21 | 38 | 1 | 27 |
| 12:01pm - 3:00pm | 0 | 25 | 33 | 58 | 0 | 39 |
| 3:01pm - 6:00pm | 1 | 21 | 35 | 57 | 1 | 57 |
| 6:01pm - 9:00pm | 1 | 14 | 39 | 54 | 1 | 37 |
| 9:01pm - Midnight | 1 | 21 | 22 | 44 | 1 | 42 |
| Collisions Investigated by Jurisdiction | | | | | | |
| LEE COUNTY SHERIFFS OFFICE | 0 | 1 | 3 | 4 | 0 | 1 |
| BISHOPVILLE POLICE DEPARTMENT | 0 | 12 | 19 | 31 | 0 | 22 |
| LYNCHBURG POLICE DEPARTMENT | 0 | 0 | 1 | 1 | 0 | 0 |
| S.C. HIGHWAY PATROL TROOP 1 | 5 | 113 | 184 | 302 | 5 | 220 |
| Collisions by Route Category | | | | | | |
| Interstate | 1 | 24 | 52 | 77 | 1 | 45 |
| US Primary | 1 | 31 | 44 | 76 | 1 | 64 |
| SC Primary | 3 | 22 | 42 | 67 | 3 | 36 |
| Secondary | 0 | 48 | 68 | 116 | 0 | 94 |
| County | 0 | 1 | 1 | 2 | 0 | 4 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 38 | 38 |
| Fatal Collisions Ranking County/State** | 39 | 36 |
| Injury Collisions Ranking County/State** | 42 | 39 |
| Driver Licenses | 12,517 | 12,416 |
| Vehicle Registrations | 15,169 | 15,012 |
| Economic Loss*** | \$11,315,800 | \$13,053,800 |
| Population Estimates@ | 19,220 | 18,916 |
| MV Population Death Rate@@ | 20.8 | 26.4 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 8 | 9 | 6 | 3 | 1 | 27 |
| Restrained | 475 | 172 | 15 | 6 | 2 | 670 |
| Child Safety Seat | 10 | 11 | 0 | 0 | 0 | 21 |
| Unknown | 34 | 4 | 1 | 1 | 1 | 41 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 0 | 0 | 0 | 0 | 0 | 0 |
| Restrained | 7 | 1 | 0 | 0 | 0 | 8 |
| Child Safety Seat | 9 | 9 | 0 | 0 | 0 | 18 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

LEXINGTON COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|---|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 50 | 1,674 | 4,321 | 6,045 | 52 | 2,455 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 8 | 93 | 171 | 272 | 8 | 130 |
| 3:01am - 6:00am | 3 | 65 | 124 | 192 | 3 | 80 |
| 6:01am - 9:00am | 3 | 206 | 690 | 899 | 3 | 271 |
| 9:01am - Noon | 4 | 213 | 530 | 747 | 4 | 317 |
| 12:01pm - 3:00pm | 5 | 304 | 796 | 1,105 | 5 | 460 |
| 3:01pm - 6:00pm | 8 | 390 | 1,193 | 1,591 | 9 | 587 |
| 6:01pm - 9:00pm | 8 | 265 | 576 | 849 | 9 | 404 |
| 9:01pm - Midnight | 11 | 138 | 241 | 390 | 11 | 206 |
| Collisions Investigated by Jurisdiction | | | | | | |
| LEXINGTON COUNTY SHERIFFS OFFICE | 1 | 32 | 70 | 103 | 1 | 40 |
| BATESBURG POLICE DEPARTMENT | 1 | 39 | 58 | 98 | 1 | 58 |
| CAYCE POLICE DEPARTMENT | 1 | 115 | 238 | 354 | 1 | 180 |
| LEESVILLE POLICE DEPARTMENT | 0 | 2 | 3 | 5 | 0 | 4 |
| LEXINGTON POLICE DEPARTMENT | 3 | 135 | 325 | 463 | 3 | 205 |
| WEST COLUMBIA POLICE DEPARTMENT | 2 | 99 | 265 | 366 | 2 | 146 |
| CHAPIN POLICE DEPARTMENT | 0 | 5 | 42 | 47 | 0 | 7 |
| IRMO POLICE DEPARTMENT | 1 | 29 | 74 | 104 | 1 | 32 |
| PELION POLICE DEPARTMENT | 0 | 8 | 10 | 18 | 0 | 9 |
| PINE RIDGE POLICE DEPARTMENT | 0 | 1 | 3 | 4 | 0 | 3 |
| SOUTH CONGAREE POLICE DEPARTMENT | 2 | 10 | 12 | 24 | 2 | 13 |
| SPRINGDALE POLICE DEPARTMENT | 0 | 24 | 40 | 64 | 0 | 35 |
| SWANSEA POLICE DEPARTMENT | 0 | 6 | 5 | 11 | 0 | 7 |
| COLUMBIA METROPOLITAN AIRPORT POLICE DEPARTMENT | 0 | 1 | 1 | 2 | 0 | 1 |
| GASTON POLICE DEPARTMENT | 0 | 5 | 11 | 16 | 0 | 6 |
| COLUMBIA POLICE DEPARTMENT | 0 | 22 | 101 | 123 | 0 | 39 |
| S.C. HIGHWAY PATROL TROOP 1 | 39 | 1,136 | 3,031 | 4,206 | 41 | 1,663 |
| S.C. HIGHWAY PATROL TROOP 2 | 0 | 0 | 2 | 2 | 0 | 0 |
| S.C. HIGHWAY PATROL TROOP 7 | 0 | 5 | 28 | 33 | 0 | 7 |
| STATE TRANSPORT POLICE 1 | 0 | 0 | 2 | 2 | 0 | 0 |
| Collisions by Route Category | | | | | | |
| Interstate | 6 | 273 | 941 | 1,220 | 6 | 387 |
| US Primary | 13 | 464 | 1,112 | 1,589 | 14 | 723 |
| SC Primary | 11 | 260 | 546 | 817 | 12 | 391 |
| Secondary | 17 | 577 | 1,464 | 2,058 | 17 | 819 |
| County | 3 | 100 | 258 | 361 | 3 | 135 |

| Statistics | 2010 | 2011 |
|--|---------------|---------------|
| Total Collisions Ranking County/State** | 5 | 6 |
| Fatal Collisions Ranking County/State** | 6 | 2 |
| Injury Collisions Ranking County/State** | 6 | 6 |
| Driver Licenses | 200,877 | 204,146 |
| Vehicle Registrations | 241,104 | 244,508 |
| Economic Loss*** | \$142,541,600 | \$158,385,000 |
| Population Estimates@ | 262,391 | 266,590 |
| MV Population Death Rate@/@ | 14.9 | 19.5 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 107 | 55 | 50 | 33 | 10 | 255 |
| Restrained | 10,740 | 1,522 | 387 | 66 | 15 | 12,730 |
| Child Safety Seat | 388 | 44 | 8 | 0 | 1 | 441 |
| Unknown | 770 | 74 | 23 | 10 | 2 | 879 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 1 | 0 | 0 | 0 | 0 | 1 |
| Restrained | 68 | 13 | 1 | 0 | 0 | 82 |
| Child Safety Seat | 333 | 39 | 8 | 0 | 1 | 381 |
| Unknown | 2 | 0 | 0 | 0 | 0 | 2 |

MCCORMICK COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 1 | 49 | 49 | 99 | 1 | 78 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 0 | 6 | 1 | 7 | 0 | 11 |
| 3:01am - 6:00am | 0 | 0 | 5 | 5 | 0 | 0 |
| 6:01am - 9:00am | 0 | 4 | 7 | 11 | 0 | 5 |
| 9:01am - Noon | 0 | 4 | 2 | 6 | 0 | 4 |
| 12:01pm - 3:00pm | 0 | 13 | 7 | 20 | 0 | 17 |
| 3:01pm - 6:00pm | 1 | 12 | 15 | 28 | 1 | 19 |
| 6:01pm - 9:00pm | 0 | 5 | 10 | 15 | 0 | 11 |
| 9:01pm - Midnight | 0 | 5 | 2 | 7 | 0 | 11 |
| Collisions Investigated by Jurisdiction | | | | | | |
| MCCORMICK POLICE DEPARTMENT | 0 | 6 | 8 | 14 | 0 | 10 |
| S.C. HIGHWAY PATROL TROOP 2 | 1 | 43 | 41 | 85 | 1 | 68 |
| Collisions by Route Category | | | | | | |
| Interstate | 0 | 0 | 0 | 0 | 0 | 0 |
| US Primary | 1 | 17 | 11 | 29 | 1 | 22 |
| SC Primary | 0 | 13 | 17 | 30 | 0 | 22 |
| Secondary | 0 | 16 | 19 | 35 | 0 | 30 |
| County | 0 | 3 | 2 | 5 | 0 | 4 |

| Statistics | 2010 | 2011 |
|--|-------------|-------------|
| Total Collisions Ranking County/State** | 46 | 45 |
| Fatal Collisions Ranking County/State** | 44 | 45 |
| Injury Collisions Ranking County/State** | 46 | 45 |
| Driver Licenses | 7,231 | 7,190 |
| Vehicle Registrations | 9,560 | 9,498 |
| Economic Loss*** | \$5,118,500 | \$3,718,500 |
| Population Estimates@ | 10,233 | 10,069 |
| MV Population Death Rate@@ | 19.5 | 9.9 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 0 | 1 | 5 | 1 | 0 | 7 |
| Restrained | 106 | 35 | 18 | 5 | 1 | 165 |
| Child Safety Seat | 5 | 1 | 1 | 0 | 0 | 7 |
| Unknown | 7 | 1 | 1 | 3 | 0 | 12 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 0 | 0 | 0 | 0 | 0 | 0 |
| Restrained | 0 | 1 | 0 | 0 | 0 | 1 |
| Child Safety Seat | 5 | 1 | 1 | 0 | 0 | 7 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

MARION COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 4 | 253 | 338 | 595 | 4 | 463 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 0 | 11 | 29 | 40 | 0 | 11 |
| 3:01am - 6:00am | 0 | 10 | 25 | 35 | 0 | 12 |
| 6:01am - 9:00am | 1 | 38 | 33 | 72 | 1 | 75 |
| 9:01am - Noon | 1 | 34 | 43 | 78 | 1 | 60 |
| 12:01pm - 3:00pm | 1 | 50 | 66 | 117 | 1 | 107 |
| 3:01pm - 6:00pm | 0 | 57 | 81 | 138 | 0 | 95 |
| 6:01pm - 9:00pm | 1 | 40 | 37 | 78 | 1 | 81 |
| 9:01pm - Midnight | 0 | 13 | 24 | 37 | 0 | 22 |
| Collisions Investigated by Jurisdiction | | | | | | |
| MARION COUNTY SHERIFFS OFFICE | 0 | 4 | 1 | 5 | 0 | 8 |
| MARION POLICE DEPARTMENT | 1 | 54 | 49 | 104 | 1 | 129 |
| MULLINS POLICE DEPARTMENT | 0 | 22 | 32 | 54 | 0 | 38 |
| SELLERS POLICE DEPARTMENT | 0 | 6 | 0 | 6 | 0 | 13 |
| S.C. HIGHWAY PATROL TROOP 5 | 3 | 167 | 256 | 426 | 3 | 275 |
| Collisions by Route Category | | | | | | |
| Interstate | 0 | 0 | 1 | 1 | 0 | 0 |
| US Primary | 4 | 101 | 151 | 256 | 4 | 208 |
| SC Primary | 0 | 38 | 50 | 88 | 0 | 61 |
| Secondary | 0 | 94 | 119 | 213 | 0 | 165 |
| County | 0 | 20 | 17 | 37 | 0 | 29 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 29 | 30 |
| Fatal Collisions Ranking County/State** | 25 | 40 |
| Injury Collisions Ranking County/State** | 29 | 26 |
| Driver Licenses | 23,742 | 23,822 |
| Vehicle Registrations | 25,837 | 25,601 |
| Economic Loss*** | \$31,487,000 | \$16,448,600 |
| Population Estimates@ | 33,062 | 32,761 |
| MV Population Death Rate@/@ | 42.3 | 12.2 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 15 | 16 | 6 | 6 | 1 | 44 |
| Restrained | 833 | 278 | 68 | 7 | 1 | 1,187 |
| Child Safety Seat | 36 | 16 | 2 | 0 | 0 | 54 |
| Unknown | 124 | 34 | 6 | 0 | 1 | 165 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 1 | 1 | 0 | 0 | 0 | 2 |
| Restrained | 13 | 2 | 0 | 0 | 0 | 15 |
| Child Safety Seat | 31 | 15 | 2 | 0 | 0 | 48 |
| Unknown | 0 | 4 | 0 | 0 | 0 | 4 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

MARLBORO COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 8 | 187 | 249 | 444 | 9 | 329 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 0 | 11 | 14 | 25 | 0 | 13 |
| 3:01am - 6:00am | 2 | 7 | 19 | 28 | 2 | 10 |
| 6:01am - 9:00am | 0 | 22 | 26 | 48 | 0 | 29 |
| 9:01am - Noon | 1 | 18 | 29 | 48 | 1 | 29 |
| 12:01pm - 3:00pm | 0 | 36 | 44 | 80 | 0 | 63 |
| 3:01pm - 6:00pm | 3 | 43 | 56 | 102 | 4 | 92 |
| 6:01pm - 9:00pm | 2 | 22 | 43 | 67 | 2 | 48 |
| 9:01pm - Midnight | 0 | 28 | 18 | 46 | 0 | 45 |
| Collisions Investigated by Jurisdiction | | | | | | |
| MARLBORO COUNTY SHERIFFS OFFICE | 0 | 1 | 1 | 2 | 0 | 3 |
| BENNETTSVILLE POLICE DEPARTMENT | 1 | 42 | 73 | 116 | 1 | 75 |
| MCCOLL POLICE DEPARTMENT | 0 | 1 | 9 | 10 | 0 | 2 |
| CLIO POLICE DEPARTMENT | 0 | 1 | 4 | 5 | 0 | 1 |
| S.C. HIGHWAY PATROL TROOP 5 | 7 | 142 | 162 | 311 | 8 | 248 |
| Collisions by Route Category | | | | | | |
| Interstate | 0 | 0 | 0 | 0 | 0 | 0 |
| US Primary | 0 | 34 | 36 | 70 | 0 | 59 |
| SC Primary | 3 | 72 | 96 | 171 | 3 | 140 |
| Secondary | 5 | 78 | 110 | 193 | 6 | 123 |
| County | 0 | 3 | 7 | 10 | 0 | 7 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 36 | 36 |
| Fatal Collisions Ranking County/State** | 39 | 31 |
| Injury Collisions Ranking County/State** | 33 | 36 |
| Driver Licenses | 19,754 | 19,822 |
| Vehicle Registrations | 20,691 | 20,583 |
| Economic Loss*** | \$14,662,300 | \$21,264,200 |
| Population Estimates@ | 28,933 | 28,467 |
| MV Population Death Rate@/@ | 13.8 | 31.6 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 8 | 2 | 10 | 1 | 3 | 24 |
| Restrained | 599 | 195 | 75 | 9 | 2 | 880 |
| Child Safety Seat | 28 | 13 | 0 | 0 | 0 | 41 |
| Unknown | 79 | 6 | 0 | 2 | 0 | 87 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 0 | 0 | 0 | 0 | 1 | 1 |
| Restrained | 9 | 7 | 0 | 0 | 0 | 16 |
| Child Safety Seat | 26 | 12 | 0 | 0 | 0 | 38 |
| Unknown | 2 | 1 | 0 | 0 | 0 | 3 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

NEWBERRY COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 7 | 243 | 518 | 768 | 9 | 384 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 0 | 13 | 28 | 41 | 0 | 14 |
| 3:01am - 6:00am | 0 | 18 | 25 | 43 | 0 | 24 |
| 6:01am - 9:00am | 0 | 22 | 70 | 92 | 0 | 28 |
| 9:01am - Noon | 0 | 27 | 71 | 98 | 0 | 42 |
| 12:01pm - 3:00pm | 2 | 43 | 101 | 146 | 2 | 59 |
| 3:01pm - 6:00pm | 2 | 56 | 137 | 195 | 2 | 91 |
| 6:01pm - 9:00pm | 1 | 37 | 57 | 95 | 1 | 68 |
| 9:01pm - Midnight | 2 | 27 | 29 | 58 | 4 | 58 |
| Collisions Investigated by Jurisdiction | | | | | | |
| NEWBERRY COUNTY SHERIFFS OFFICE | 0 | 0 | 1 | 1 | 0 | 0 |
| NEWBERRY POLICE DEPARTMENT | 0 | 51 | 125 | 176 | 0 | 80 |
| WHITMIRE POLICE DEPARTMENT | 0 | 0 | 7 | 7 | 0 | 0 |
| PROSPERITY POLICE DEPARTMENT | 0 | 3 | 5 | 8 | 0 | 7 |
| S.C. HIGHWAY PATROL TROOP 1 | 0 | 1 | 3 | 4 | 0 | 1 |
| S.C. HIGHWAY PATROL TROOP 2 | 7 | 188 | 373 | 568 | 9 | 296 |
| S.C. HIGHWAY PATROL TROOP 4 | 0 | 0 | 3 | 3 | 0 | 0 |
| STATE TRANSPORT POLICE 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| Collisions by Route Category | | | | | | |
| Interstate | 2 | 40 | 159 | 201 | 2 | 71 |
| US Primary | 2 | 36 | 78 | 116 | 2 | 54 |
| SC Primary | 2 | 54 | 89 | 145 | 2 | 92 |
| Secondary | 1 | 102 | 171 | 274 | 3 | 154 |
| County | 0 | 11 | 21 | 32 | 0 | 13 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 26 | 26 |
| Fatal Collisions Ranking County/State** | 34 | 32 |
| Injury Collisions Ranking County/State** | 26 | 28 |
| Driver Licenses | 27,276 | 27,544 |
| Vehicle Registrations | 35,473 | 35,901 |
| Economic Loss*** | \$24,959,000 | \$25,311,600 |
| Population Estimates@ | 37,508 | 37,444 |
| MV Population Death Rate@@ | 16 | 24 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 30 | 19 | 9 | 3 | 3 | 64 |
| Restrained | 1,196 | 192 | 102 | 19 | 3 | 1,512 |
| Child Safety Seat | 49 | 7 | 4 | 0 | 0 | 60 |
| Unknown | 67 | 2 | 3 | 1 | 0 | 73 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 2 | 1 | 1 | 0 | 0 | 4 |
| Restrained | 10 | 3 | 0 | 0 | 0 | 13 |
| Child Safety Seat | 43 | 6 | 4 | 0 | 0 | 53 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

OCONEE COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 13 | 352 | 839 | 1,204 | 13 | 509 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 3 | 17 | 34 | 54 | 3 | 18 |
| 3:01am - 6:00am | 0 | 7 | 36 | 43 | 0 | 9 |
| 6:01am - 9:00am | 2 | 44 | 107 | 153 | 2 | 57 |
| 9:01am - Noon | 1 | 40 | 94 | 135 | 1 | 56 |
| 12:01pm - 3:00pm | 1 | 78 | 162 | 241 | 1 | 115 |
| 3:01pm - 6:00pm | 1 | 77 | 231 | 309 | 1 | 123 |
| 6:01pm - 9:00pm | 1 | 60 | 116 | 177 | 1 | 86 |
| 9:01pm - Midnight | 4 | 29 | 59 | 92 | 4 | 45 |
| Collisions Investigated by Jurisdiction | | | | | | |
| OCONEE COUNTY SHERIFFS OFFICE | 0 | 0 | 3 | 3 | 0 | 0 |
| SENECA POLICE DEPARTMENT | 0 | 57 | 125 | 182 | 0 | 85 |
| WALHALLA POLICE DEPARTMENT | 0 | 15 | 57 | 72 | 0 | 21 |
| WESTMINSTER POLICE DEPARTMENT | 1 | 7 | 14 | 22 | 1 | 14 |
| WEST UNION POLICE DEPARTMENT | 0 | 4 | 6 | 10 | 0 | 6 |
| SALEM POLICE DEPARTMENT | 0 | 1 | 0 | 1 | 0 | 4 |
| S.C. HIGHWAY PATROL TROOP 3 | 12 | 268 | 634 | 914 | 12 | 379 |
| Collisions by Route Category | | | | | | |
| Interstate | 0 | 3 | 25 | 28 | 0 | 5 |
| US Primary | 3 | 70 | 178 | 251 | 3 | 103 |
| SC Primary | 3 | 117 | 288 | 408 | 3 | 170 |
| Secondary | 7 | 125 | 283 | 415 | 7 | 170 |
| County | 0 | 37 | 65 | 102 | 0 | 61 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 23 | 22 |
| Fatal Collisions Ranking County/State** | 21 | 21 |
| Injury Collisions Ranking County/State** | 23 | 23 |
| Driver Licenses | 58,388 | 58,775 |
| Vehicle Registrations | 72,956 | 73,115 |
| Economic Loss*** | \$34,864,300 | \$36,460,500 |
| Population Estimates@ | 74,273 | 74,276 |
| MV Population Death Rate@@ | 16.2 | 17.5 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 28 | 15 | 7 | 5 | 6 | 61 |
| Restrained | 1,833 | 276 | 74 | 25 | 4 | 2,212 |
| Child Safety Seat | 63 | 10 | 0 | 0 | 0 | 73 |
| Unknown | 197 | 20 | 3 | 0 | 0 | 220 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 0 | 0 | 0 | 0 | 0 | 0 |
| Restrained | 11 | 0 | 0 | 0 | 0 | 11 |
| Child Safety Seat | 55 | 8 | 0 | 0 | 0 | 63 |
| Unknown | 4 | 0 | 0 | 0 | 0 | 4 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

ORANGEBURG COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|---|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 24 | 763 | 1,439 | 2,226 | 25 | 1,197 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 2 | 49 | 94 | 145 | 2 | 68 |
| 3:01am - 6:00am | 3 | 44 | 75 | 122 | 3 | 64 |
| 6:01am - 9:00am | 2 | 77 | 187 | 266 | 2 | 130 |
| 9:01am - Noon | 3 | 117 | 190 | 310 | 3 | 167 |
| 12:01pm - 3:00pm | 1 | 136 | 273 | 410 | 2 | 218 |
| 3:01pm - 6:00pm | 1 | 146 | 337 | 484 | 1 | 240 |
| 6:01pm - 9:00pm | 7 | 103 | 183 | 293 | 7 | 165 |
| 9:01pm - Midnight | 5 | 91 | 100 | 196 | 5 | 145 |
| Collisions Investigated by Jurisdiction | | | | | | |
| ORANGEBURG COUNTY SHERIFFS OFFICE | 0 | 1 | 3 | 4 | 0 | 1 |
| ORANGEBURG POLICE DEPARTMENT | 1 | 171 | 302 | 474 | 1 | 268 |
| BOWMAN POLICE DEPARTMENT | 0 | 1 | 3 | 4 | 0 | 6 |
| EUTAWVILLE POLICE DEPARTMENT | 0 | 0 | 1 | 1 | 0 | 0 |
| HOLLY HILL POLICE DEPARTMENT | 0 | 5 | 17 | 22 | 0 | 5 |
| NORTH POLICE DEPARTMENT | 0 | 6 | 4 | 10 | 0 | 8 |
| SPRINGFIELD POLICE DEPARTMENT | 0 | 2 | 2 | 4 | 0 | 4 |
| SANTEE POLICE DEPARTMENT | 0 | 3 | 16 | 19 | 0 | 3 |
| SOUTH CAROLINA STATE UNIVERSITY POLICE DEPARTMENT | 0 | 1 | 2 | 3 | 0 | 1 |
| S.C. HIGHWAY PATROL TROOP 1 | 0 | 0 | 4 | 4 | 0 | 0 |
| S.C. HIGHWAY PATROL TROOP 6 | 0 | 0 | 1 | 1 | 0 | 0 |
| S.C. HIGHWAY PATROL TROOP 7 | 23 | 572 | 1,082 | 1,677 | 24 | 900 |
| STATE TRANSPORT POLICE 1 | 0 | 1 | 1 | 2 | 0 | 1 |
| STATE TRANSPORT POLICE 6 | 0 | 0 | 1 | 1 | 0 | 0 |
| Collisions by Route Category | | | | | | |
| Interstate | 4 | 92 | 300 | 396 | 5 | 142 |
| US Primary | 5 | 306 | 507 | 818 | 5 | 509 |
| SC Primary | 4 | 118 | 179 | 301 | 4 | 168 |
| Secondary | 11 | 225 | 402 | 638 | 11 | 340 |
| County | 0 | 22 | 51 | 73 | 0 | 38 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 15 | 14 |
| Fatal Collisions Ranking County/State** | 7 | 11 |
| Injury Collisions Ranking County/State** | 13 | 13 |
| Driver Licenses | 63,964 | 64,084 |
| Vehicle Registrations | 73,577 | 73,359 |
| Economic Loss*** | \$93,711,000 | \$70,621,400 |
| Population Estimates@ | 92,501 | 91,729 |
| MV Population Death Rate@@ | 44.3 | 27.3 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 43 | 30 | 23 | 13 | 7 | 116 |
| Restrained | 3,491 | 753 | 162 | 44 | 5 | 4,455 |
| Child Safety Seat | 119 | 25 | 2 | 0 | 0 | 146 |
| Unknown | 430 | 72 | 8 | 8 | 1 | 519 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 4 | 2 | 1 | 0 | 0 | 7 |
| Restrained | 50 | 6 | 1 | 1 | 0 | 58 |
| Child Safety Seat | 107 | 21 | 2 | 0 | 0 | 130 |
| Unknown | 8 | 1 | 0 | 0 | 0 | 9 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

PICKENS COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 15 | 566 | 1,486 | 2,067 | 16 | 835 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 3 | 30 | 62 | 95 | 3 | 38 |
| 3:01am - 6:00am | 0 | 13 | 39 | 52 | 0 | 15 |
| 6:01am - 9:00am | 0 | 55 | 185 | 240 | 0 | 77 |
| 9:01am - Noon | 1 | 81 | 190 | 272 | 1 | 125 |
| 12:01pm - 3:00pm | 4 | 105 | 283 | 392 | 4 | 146 |
| 3:01pm - 6:00pm | 2 | 140 | 404 | 546 | 3 | 213 |
| 6:01pm - 9:00pm | 4 | 79 | 208 | 291 | 4 | 127 |
| 9:01pm - Midnight | 1 | 63 | 115 | 179 | 1 | 94 |
| Collisions Investigated by Jurisdiction | | | | | | |
| PICKENS COUNTY SHERIFFS OFFICE | 1 | 1 | 4 | 6 | 1 | 1 |
| CENTRAL POLICE DEPARTMENT | 0 | 15 | 32 | 47 | 0 | 24 |
| CLEMSON POLICE DEPARTMENT | 0 | 48 | 217 | 265 | 0 | 62 |
| EASLEY POLICE DEPARTMENT | 0 | 65 | 233 | 298 | 0 | 96 |
| LIBERTY POLICE DEPARTMENT | 0 | 55 | 198 | 253 | 0 | 86 |
| PICKENS POLICE DEPARTMENT | 0 | 23 | 75 | 98 | 0 | 30 |
| CLEMSON UNIVERSITY POLICE DEPARTMENT | 0 | 14 | 91 | 105 | 0 | 20 |
| NORRIS POLICE DEPARTMENT | 0 | 0 | 1 | 1 | 0 | 0 |
| S.C. HIGHWAY PATROL TROOP 3 | 14 | 345 | 635 | 994 | 15 | 516 |
| Collisions by Route Category | | | | | | |
| Interstate | 0 | 0 | 0 | 0 | 0 | 0 |
| US Primary | 6 | 159 | 430 | 595 | 6 | 233 |
| SC Primary | 3 | 190 | 447 | 640 | 4 | 307 |
| Secondary | 3 | 157 | 372 | 532 | 3 | 217 |
| County | 3 | 60 | 237 | 300 | 3 | 78 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 14 | 16 |
| Fatal Collisions Ranking County/State** | 21 | 17 |
| Injury Collisions Ranking County/State** | 16 | 16 |
| Driver Licenses | 86,046 | 87,109 |
| Vehicle Registrations | 99,296 | 99,787 |
| Economic Loss*** | \$56,147,000 | \$53,333,400 |
| Population Estimates@ | 119,224 | 119,449 |
| MV Population Death Rate@@ | 12.6 | 13.4 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 144 | 44 | 21 | 17 | 5 | 231 |
| Restrained | 3,242 | 470 | 96 | 35 | 6 | 3,849 |
| Child Safety Seat | 92 | 14 | 2 | 2 | 0 | 110 |
| Unknown | 233 | 30 | 13 | 6 | 0 | 282 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 5 | 0 | 0 | 0 | 0 | 5 |
| Restrained | 10 | 0 | 1 | 2 | 0 | 13 |
| Child Safety Seat | 81 | 14 | 2 | 2 | 0 | 99 |
| Unknown | 0 | 0 | 1 | 0 | 0 | 1 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

RICHLAND COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 37 | 2,606 | 7,409 | 10,052 | 40 | 4,128 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 4 | 173 | 365 | 542 | 5 | 245 |
| 3:01am - 6:00am | 5 | 119 | 271 | 395 | 5 | 180 |
| 6:01am - 9:00am | 4 | 304 | 1,016 | 1,324 | 4 | 422 |
| 9:01am - Noon | 4 | 297 | 940 | 1,241 | 4 | 470 |
| 12:01pm - 3:00pm | 1 | 449 | 1,481 | 1,931 | 1 | 740 |
| 3:01pm - 6:00pm | 5 | 621 | 1,866 | 2,492 | 5 | 1,002 |
| 6:01pm - 9:00pm | 5 | 380 | 989 | 1,374 | 5 | 637 |
| 9:01pm - Midnight | 9 | 263 | 481 | 753 | 11 | 432 |
| Collisions Investigated by Jurisdiction | | | | | | |
| IRMO POLICE DEPARTMENT | 0 | 30 | 73 | 103 | 0 | 40 |
| RICHLAND COUNTY SHERIFFS OFFICE | 0 | 13 | 38 | 51 | 0 | 27 |
| COLUMBIA POLICE DEPARTMENT | 9 | 992 | 2,923 | 3,924 | 9 | 1,567 |
| FOREST ACRES POLICE DEPARTMENT | 2 | 74 | 165 | 241 | 2 | 119 |
| DEPARTMENT OF YOUTH SERVICES | 0 | 2 | 1 | 3 | 0 | 2 |
| CAPITOL COMPLEX | 0 | 0 | 1 | 1 | 0 | 0 |
| USC CAMPUS POLICE DEPARTMENT | 0 | 1 | 4 | 5 | 0 | 1 |
| MIDLANDS TECHNICAL COLLEGE | 0 | 0 | 1 | 1 | 0 | 0 |
| COLUMBIA COLLEGE POLICE DEPARTMENT | 0 | 0 | 1 | 1 | 0 | 0 |
| S.C. HIGHWAY PATROL TROOP 1 | 26 | 1,493 | 4,197 | 5,716 | 29 | 2,371 |
| S.C. HIGHWAY PATROL TROOP 2 | 0 | 0 | 2 | 2 | 0 | 0 |
| S.C. HIGHWAY PATROL TROOP 7 | 0 | 0 | 1 | 1 | 0 | 0 |
| STATE TRANSPORT POLICE 1 | 0 | 1 | 2 | 3 | 0 | 1 |
| Collisions by Route Category | | | | | | |
| Interstate | 6 | 319 | 1,081 | 1,406 | 6 | 481 |
| US Primary | 6 | 784 | 2,094 | 2,884 | 6 | 1,243 |
| SC Primary | 9 | 535 | 1,225 | 1,769 | 9 | 911 |
| Secondary | 14 | 838 | 2,410 | 3,262 | 17 | 1,314 |
| County | 2 | 130 | 599 | 731 | 2 | 179 |

| Statistics | 2010 | 2011 |
|--|---------------|---------------|
| Total Collisions Ranking County/State** | 3 | 3 |
| Fatal Collisions Ranking County/State** | 4 | 6 |
| Injury Collisions Ranking County/State** | 3 | 3 |
| Driver Licenses | 256,807 | 262,032 |
| Vehicle Registrations | 303,948 | 306,805 |
| Economic Loss*** | \$202,555,000 | \$196,771,000 |
| Population Estimates@ | 384,504 | 389,377 |
| MV Population Death Rate@@ | 11.2 | 10.3 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 137 | 63 | 58 | 36 | 12 | 306 |
| Restrained | 19,337 | 2,583 | 768 | 76 | 15 | 22,779 |
| Child Safety Seat | 708 | 116 | 27 | 1 | 0 | 852 |
| Unknown | 1,211 | 67 | 19 | 9 | 2 | 1,308 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 9 | 1 | 0 | 1 | 1 | 12 |
| Restrained | 178 | 37 | 4 | 0 | 0 | 219 |
| Child Safety Seat | 604 | 107 | 25 | 1 | 0 | 737 |
| Unknown | 3 | 2 | 0 | 0 | 0 | 5 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

SALUDA COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 3 | 129 | 170 | 302 | 4 | 224 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 0 | 7 | 12 | 19 | 0 | 8 |
| 3:01am - 6:00am | 0 | 6 | 13 | 19 | 0 | 13 |
| 6:01am - 9:00am | 1 | 13 | 33 | 47 | 2 | 27 |
| 9:01am - Noon | 0 | 22 | 20 | 42 | 0 | 38 |
| 12:01pm - 3:00pm | 0 | 20 | 19 | 39 | 0 | 31 |
| 3:01pm - 6:00pm | 1 | 26 | 39 | 66 | 1 | 43 |
| 6:01pm - 9:00pm | 0 | 22 | 21 | 43 | 0 | 39 |
| 9:01pm - Midnight | 1 | 13 | 13 | 27 | 1 | 25 |
| Collisions Investigated by Jurisdiction | | | | | | |
| BATESBURG POLICE DEPARTMENT | 0 | 1 | 1 | 2 | 0 | 3 |
| SALUDA COUNTY SHERIFFS OFFICE | 0 | 1 | 0 | 1 | 0 | 1 |
| SALUDA POLICE DEPARTMENT | 0 | 17 | 30 | 47 | 0 | 27 |
| RIDGE SPRING POLICE DEPARTMENT | 0 | 1 | 0 | 1 | 0 | 3 |
| S.C. HIGHWAY PATROL TROOP 2 | 3 | 109 | 139 | 251 | 4 | 190 |
| Collisions by Route Category | | | | | | |
| Interstate | 0 | 0 | 0 | 0 | 0 | 0 |
| US Primary | 0 | 41 | 57 | 98 | 0 | 64 |
| SC Primary | 1 | 44 | 46 | 91 | 2 | 84 |
| Secondary | 2 | 33 | 59 | 94 | 2 | 55 |
| County | 0 | 11 | 8 | 19 | 0 | 21 |

| Statistics | 2010 | 2011 |
|--|-------------|--------------|
| Total Collisions Ranking County/State** | 43 | 40 |
| Fatal Collisions Ranking County/State** | 42 | 43 |
| Injury Collisions Ranking County/State** | 40 | 38 |
| Driver Licenses | 13,466 | 13,486 |
| Vehicle Registrations | 19,102 | 19,123 |
| Economic Loss*** | \$9,430,300 | \$12,305,500 |
| Population Estimates@ | 19,875 | 19,828 |
| MV Population Death Rate@/@ | 15.1 | 20.2 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 12 | 14 | 12 | 10 | 2 | 50 |
| Restrained | 369 | 104 | 40 | 13 | 1 | 527 |
| Child Safety Seat | 18 | 4 | 0 | 1 | 0 | 23 |
| Unknown | 44 | 7 | 6 | 0 | 0 | 57 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 3 | 0 | 0 | 0 | 0 | 3 |
| Restrained | 1 | 0 | 1 | 0 | 0 | 2 |
| Child Safety Seat | 13 | 4 | 0 | 1 | 0 | 18 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

SPARTANBURG COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 40 | 1,688 | 4,589 | 6,317 | 43 | 2,495 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 3 | 86 | 177 | 266 | 4 | 122 |
| 3:01am - 6:00am | 1 | 69 | 129 | 199 | 1 | 88 |
| 6:01am - 9:00am | 5 | 185 | 670 | 860 | 5 | 269 |
| 9:01am - Noon | 4 | 190 | 599 | 793 | 5 | 263 |
| 12:01pm - 3:00pm | 3 | 306 | 847 | 1,156 | 4 | 467 |
| 3:01pm - 6:00pm | 8 | 434 | 1,212 | 1,654 | 8 | 681 |
| 6:01pm - 9:00pm | 8 | 272 | 595 | 875 | 8 | 402 |
| 9:01pm - Midnight | 8 | 146 | 360 | 514 | 8 | 203 |
| Collisions Investigated by Jurisdiction | | | | | | |
| GREER POLICE DEPARTMENT | 0 | 25 | 80 | 105 | 0 | 34 |
| SPARTANBURG COUNTY SHERIFFS OFFICE | 0 | 8 | 30 | 38 | 0 | 14 |
| SPARTANBURG PUBLIC SAFETY DEPARTMENT | 2 | 282 | 961 | 1,245 | 2 | 457 |
| WOODRUFF POLICE DEPARTMENT | 1 | 12 | 32 | 45 | 1 | 17 |
| DUNCAN POLICE DEPARTMENT | 0 | 55 | 141 | 196 | 0 | 75 |
| CAMPOBELLO POLICE DEPARTMENT | 0 | 0 | 2 | 2 | 0 | 0 |
| CHESNEE POLICE DEPARTMENT | 0 | 3 | 10 | 13 | 0 | 4 |
| COWPENS POLICE DEPARTMENT | 0 | 5 | 10 | 15 | 0 | 9 |
| INMAN POLICE DEPARTMENT | 0 | 12 | 37 | 49 | 0 | 20 |
| LANDRUM POLICE DEPARTMENT | 0 | 12 | 22 | 34 | 0 | 13 |
| LYMAN POLICE DEPARTMENT | 1 | 24 | 74 | 99 | 1 | 38 |
| PACOLET POLICE DEPARTMENT | 0 | 16 | 21 | 37 | 0 | 22 |
| WELLFORD POLICE DEPARTMENT | 0 | 19 | 30 | 49 | 0 | 30 |
| USC - SPARTANBURG CAMPUS POLICE DEPARTMENT | 0 | 1 | 1 | 2 | 0 | 1 |
| GREENVILLE/SPARTANBURG AIRPORT POLICE DEPARTMENT | 0 | 2 | 12 | 14 | 0 | 2 |
| S.C. HIGHWAY PATROL TROOP 2 | 0 | 0 | 2 | 2 | 0 | 0 |
| S.C. HIGHWAY PATROL TROOP 3 | 36 | 1,212 | 3,120 | 4,368 | 39 | 1,759 |
| S.C. HIGHWAY PATROL TROOP 4 | 0 | 0 | 1 | 1 | 0 | 0 |
| STATE TRANSPORT POLICE 1 | 0 | 0 | 3 | 3 | 0 | 0 |
| Collisions by Route Category | | | | | | |
| Interstate | 8 | 181 | 615 | 804 | 8 | 265 |
| US Primary | 4 | 310 | 890 | 1,204 | 4 | 492 |
| SC Primary | 13 | 496 | 1,273 | 1,782 | 15 | 757 |
| Secondary | 12 | 445 | 1,124 | 1,581 | 13 | 651 |
| County | 3 | 256 | 687 | 946 | 3 | 330 |

| Statistics | 2010 | 2011 |
|--|---------------|---------------|
| Total Collisions Ranking County/State** | 6 | 5 |
| Fatal Collisions Ranking County/State** | 4 | 5 |
| Injury Collisions Ranking County/State** | 5 | 5 |
| Driver Licenses | 210,222 | 213,042 |
| Vehicle Registrations | 244,360 | 247,085 |
| Economic Loss*** | \$150,288,100 | \$149,071,400 |
| Population Estimates@ | 284,307 | 286,256 |
| MV Population Death Rate@@ | 15.5 | 15 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 153 | 67 | 41 | 32 | 15 | 308 |
| Restrained | 10,721 | 1,512 | 333 | 81 | 13 | 12,660 |
| Child Safety Seat | 412 | 54 | 8 | 0 | 0 | 474 |
| Unknown | 986 | 99 | 29 | 12 | 0 | 1,126 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 8 | 1 | 0 | 0 | 1 | 10 |
| Restrained | 88 | 13 | 1 | 0 | 0 | 102 |
| Child Safety Seat | 357 | 45 | 7 | 0 | 0 | 409 |
| Unknown | 7 | 1 | 0 | 0 | 0 | 8 |

SUMTER COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 21 | 788 | 1,298 | 2,107 | 23 | 1,413 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 2 | 50 | 80 | 132 | 2 | 130 |
| 3:01am - 6:00am | 2 | 42 | 67 | 111 | 2 | 60 |
| 6:01am - 9:00am | 5 | 90 | 151 | 246 | 5 | 127 |
| 9:01am - Noon | 2 | 96 | 172 | 270 | 2 | 167 |
| 12:01pm - 3:00pm | 0 | 130 | 253 | 383 | 0 | 206 |
| 3:01pm - 6:00pm | 3 | 172 | 307 | 482 | 5 | 317 |
| 6:01pm - 9:00pm | 4 | 103 | 169 | 276 | 4 | 164 |
| 9:01pm - Midnight | 3 | 105 | 99 | 207 | 3 | 242 |
| Collisions Investigated by Jurisdiction | | | | | | |
| SUMTER COUNTY SHERIFFS DEPARTMENT | 0 | 1 | 2 | 3 | 0 | 2 |
| SUMTER POLICE DEPARTMENT | 1 | 344 | 589 | 934 | 1 | 612 |
| MAYESVILLE POLICE DEPARTMENT | 0 | 0 | 2 | 2 | 0 | 0 |
| PINEWOOD POLICE DEPARTMENT | 0 | 2 | 0 | 2 | 0 | 8 |
| S.C. HIGHWAY PATROL TROOP 1 | 20 | 439 | 703 | 1,162 | 22 | 789 |
| S.C. HIGHWAY PATROL TROOP 5 | 0 | 2 | 2 | 4 | 0 | 2 |
| Collisions by Route Category | | | | | | |
| Interstate | 2 | 12 | 31 | 45 | 3 | 17 |
| US Primary | 10 | 298 | 485 | 793 | 10 | 511 |
| SC Primary | 2 | 127 | 253 | 382 | 2 | 222 |
| Secondary | 7 | 337 | 481 | 825 | 8 | 638 |
| County | 0 | 14 | 48 | 62 | 0 | 25 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 16 | 15 |
| Fatal Collisions Ranking County/State** | 14 | 13 |
| Injury Collisions Ranking County/State** | 12 | 12 |
| Driver Licenses | 75,081 | 75,964 |
| Vehicle Registrations | 86,714 | 87,762 |
| Economic Loss*** | \$64,445,400 | \$69,319,100 |
| Population Estimates@ | 107,456 | 107,342 |
| MV Population Death Rate@@ | 18.6 | 21.4 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 66 | 40 | 27 | 22 | 8 | 163 |
| Restrained | 3,871 | 983 | 136 | 41 | 9 | 5,040 |
| Child Safety Seat | 200 | 30 | 0 | 0 | 0 | 230 |
| Unknown | 223 | 45 | 16 | 4 | 0 | 288 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 2 | 3 | 0 | 0 | 0 | 5 |
| Restrained | 69 | 10 | 0 | 1 | 0 | 80 |
| Child Safety Seat | 177 | 28 | 0 | 0 | 0 | 205 |
| Unknown | 2 | 2 | 0 | 0 | 0 | 4 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @ Motor Vehicle Deaths Per 100,000 Population

@ @ @ Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

UNION COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 2 | 202 | 282 | 486 | 2 | 336 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 0 | 15 | 11 | 26 | 0 | 25 |
| 3:01am - 6:00am | 1 | 11 | 11 | 23 | 1 | 11 |
| 6:01am - 9:00am | 0 | 18 | 32 | 50 | 0 | 38 |
| 9:01am - Noon | 0 | 17 | 42 | 59 | 0 | 30 |
| 12:01pm - 3:00pm | 0 | 42 | 57 | 99 | 0 | 59 |
| 3:01pm - 6:00pm | 0 | 50 | 60 | 110 | 0 | 83 |
| 6:01pm - 9:00pm | 1 | 35 | 40 | 76 | 1 | 63 |
| 9:01pm - Midnight | 0 | 14 | 29 | 43 | 0 | 27 |
| Collisions Investigated by Jurisdiction | | | | | | |
| UNION COUNTY SHERIFFS OFFICE | 0 | 2 | 1 | 3 | 0 | 2 |
| UNION POLICE DEPARTMENT | 0 | 60 | 99 | 159 | 0 | 107 |
| JONESVILLE POLICE DEPARTMENT | 0 | 1 | 3 | 4 | 0 | 1 |
| S.C. HIGHWAY PATROL TROOP 4 | 2 | 139 | 179 | 320 | 2 | 226 |
| Collisions by Route Category | | | | | | |
| Interstate | 0 | 0 | 0 | 0 | 0 | 0 |
| US Primary | 0 | 32 | 53 | 85 | 0 | 54 |
| SC Primary | 2 | 77 | 105 | 184 | 2 | 128 |
| Secondary | 0 | 84 | 110 | 194 | 0 | 136 |
| County | 0 | 9 | 14 | 23 | 0 | 18 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 34 | 34 |
| Fatal Collisions Ranking County/State** | 34 | 44 |
| Injury Collisions Ranking County/State** | 36 | 35 |
| Driver Licenses | 21,874 | 21,988 |
| Vehicle Registrations | 25,591 | 25,382 |
| Economic Loss*** | \$14,542,600 | \$11,555,400 |
| Population Estimates@ | 28,961 | 28,630 |
| MV Population Death Rate@@ | 17.3 | 7 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 18 | 21 | 10 | 7 | 1 | 57 |
| Restrained | 642 | 222 | 25 | 12 | 1 | 902 |
| Child Safety Seat | 24 | 5 | 0 | 0 | 0 | 29 |
| Unknown | 97 | 13 | 2 | 0 | 0 | 112 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 1 | 2 | 0 | 0 | 0 | 3 |
| Restrained | 8 | 1 | 0 | 0 | 0 | 9 |
| Child Safety Seat | 21 | 5 | 0 | 0 | 0 | 26 |
| Unknown | 3 | 0 | 0 | 0 | 0 | 3 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

WILLIAMSBURG COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 5 | 240 | 311 | 556 | 5 | 393 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 1 | 20 | 28 | 49 | 1 | 38 |
| 3:01am - 6:00am | 0 | 24 | 35 | 59 | 0 | 40 |
| 6:01am - 9:00am | 0 | 32 | 48 | 80 | 0 | 44 |
| 9:01am - Noon | 0 | 36 | 26 | 62 | 0 | 50 |
| 12:01pm - 3:00pm | 1 | 35 | 41 | 77 | 1 | 67 |
| 3:01pm - 6:00pm | 0 | 43 | 52 | 95 | 0 | 69 |
| 6:01pm - 9:00pm | 2 | 28 | 48 | 78 | 2 | 54 |
| 9:01pm - Midnight | 1 | 22 | 33 | 56 | 1 | 31 |
| Collisions Investigated by Jurisdiction | | | | | | |
| WILLIAMSBURG COUNTY SHERIFFS OFFICE | 0 | 1 | 8 | 9 | 0 | 2 |
| HEMINGWAY POLICE DEPARTMENT | 0 | 2 | 5 | 7 | 0 | 5 |
| KINGSTREE POLICE DEPARTMENT | 0 | 22 | 33 | 55 | 0 | 39 |
| GREELEYVILLE POLICE DEPARTMENT | 0 | 0 | 2 | 2 | 0 | 0 |
| S.C. HIGHWAY PATROL TROOP 5 | 5 | 215 | 263 | 483 | 5 | 347 |
| Collisions by Route Category | | | | | | |
| Interstate | 0 | 0 | 0 | 0 | 0 | 0 |
| US Primary | 2 | 45 | 41 | 88 | 2 | 88 |
| SC Primary | 2 | 77 | 115 | 194 | 2 | 115 |
| Secondary | 1 | 112 | 140 | 253 | 1 | 181 |
| County | 0 | 6 | 15 | 21 | 0 | 9 |

| Statistics | 2010 | 2011 |
|--|--------------|--------------|
| Total Collisions Ranking County/State** | 33 | 32 |
| Fatal Collisions Ranking County/State** | 30 | 36 |
| Injury Collisions Ranking County/State** | 32 | 29 |
| Driver Licenses | 23,789 | 23,703 |
| Vehicle Registrations | 29,302 | 29,121 |
| Economic Loss*** | \$24,043,300 | \$17,675,000 |
| Population Estimates@ | 34,423 | 34,128 |
| MV Population Death Rate@@ | 26.1 | 14.7 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 37 | 23 | 13 | 9 | 2 | 84 |
| Restrained | 671 | 212 | 90 | 10 | 2 | 985 |
| Child Safety Seat | 32 | 9 | 0 | 0 | 0 | 41 |
| Unknown | 65 | 6 | 4 | 3 | 0 | 78 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 3 | 2 | 0 | 0 | 0 | 5 |
| Restrained | 10 | 2 | 1 | 0 | 0 | 13 |
| Child Safety Seat | 29 | 9 | 0 | 0 | 0 | 38 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section

@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

YORK COUNTY MOTOR VEHICLE TRAFFIC COLLISIONS

| | Fatal Collision | Injury Collision | PDO* Collision | Total Collision | Persons Killed | Persons Injured |
|--|-----------------|------------------|----------------|-----------------|----------------|-----------------|
| Total Collisions | 31 | 1,243 | 3,152 | 4,426 | 31 | 1,882 |
| Collisions by Time of Day | | | | | | |
| 12:01am - 3:00am | 2 | 60 | 130 | 192 | 2 | 87 |
| 3:01am - 6:00am | 3 | 32 | 94 | 129 | 3 | 41 |
| 6:01am - 9:00am | 2 | 143 | 485 | 630 | 2 | 196 |
| 9:01am - Noon | 1 | 153 | 406 | 560 | 1 | 234 |
| 12:01pm - 3:00pm | 2 | 236 | 579 | 817 | 2 | 354 |
| 3:01pm - 6:00pm | 8 | 313 | 884 | 1,205 | 8 | 485 |
| 6:01pm - 9:00pm | 7 | 192 | 410 | 609 | 7 | 290 |
| 9:01pm - Midnight | 6 | 114 | 164 | 284 | 6 | 195 |
| Collisions Investigated by Jurisdiction | | | | | | |
| YORK COUNTY SHERIFFS OFFICE | 0 | 4 | 11 | 15 | 0 | 8 |
| CLOVER POLICE DEPARTMENT | 0 | 18 | 35 | 53 | 0 | 23 |
| FORT MILL POLICE DEPARTMENT | 1 | 62 | 172 | 235 | 1 | 94 |
| ROCK HILL POLICE DEPARTMENT | 6 | 461 | 1,225 | 1,692 | 6 | 726 |
| YORK POLICE DEPARTMENT | 2 | 58 | 126 | 186 | 2 | 94 |
| TEGA CAY POLICE DEPARTMENT | 0 | 4 | 36 | 40 | 0 | 5 |
| WINTHROP COLLEGE POLICE DEPARTMENT | 0 | 1 | 6 | 7 | 0 | 3 |
| S.C. HIGHWAY PATROL TROOP 4 | 22 | 635 | 1,541 | 2,198 | 22 | 929 |
| Collisions by Route Category | | | | | | |
| Interstate | 2 | 86 | 318 | 406 | 2 | 127 |
| US Primary | 5 | 194 | 442 | 641 | 5 | 318 |
| SC Primary | 12 | 479 | 1,161 | 1,652 | 12 | 744 |
| Secondary | 11 | 405 | 955 | 1,371 | 11 | 574 |
| County | 1 | 79 | 276 | 356 | 1 | 119 |

| Statistics | 2010 | 2011 |
|--|---------------|---------------|
| Total Collisions Ranking County/State** | 7 | 7 |
| Fatal Collisions Ranking County/State** | 12 | 8 |
| Injury Collisions Ranking County/State** | 7 | 7 |
| Driver Licenses | 173,744 | 178,500 |
| Vehicle Registrations | 197,834 | 202,716 |
| Economic Loss*** | \$105,029,000 | \$109,103,800 |
| Population Estimates@ | 226,073 | 230,228 |
| MV Population Death Rate@@@ | 11.9 | 13.5 |

| Restraint Usage@@@ | No Injury | Possible Injury | Non-Incapacitating Injury | Incapacitating Injury | Fatal Injury | Total Victims |
|---|-----------|-----------------|---------------------------|-----------------------|--------------|---------------|
| Restraint Use by Injuries Sustained by Occupants | | | | | | |
| None Used | 68 | 37 | 37 | 22 | 9 | 173 |
| Restrained | 8,599 | 1,051 | 384 | 73 | 5 | 10,112 |
| Child Safety Seat | 388 | 52 | 6 | 1 | 0 | 447 |
| Unknown | 574 | 53 | 25 | 6 | 1 | 659 |
| Injuries Sustained by Children Under Six Years | | | | | | |
| None Used | 0 | 0 | 1 | 0 | 0 | 1 |
| Restrained | 91 | 10 | 1 | 0 | 0 | 102 |
| Child Safety Seat | 327 | 48 | 5 | 1 | 0 | 381 |
| Unknown | 8 | 2 | 0 | 0 | 0 | 10 |

*Property Damage Only

**Ranking of County Compared to Other 45 Counties

***Formula Used to Compute Economic Loss is in Definitions Section


@Source - Office of Research and Statistics

@ @Motor Vehicle Deaths Per 100,000 Population

@ @ @Includes Occupants Seated Inside the Passenger Compartment of Automobiles, Vans, and Trucks only

UNIFORM TRAFFIC COLLISION REPORT FORM TR-310

FRONT PAGE

| D.P.S. USE ONLY | | | | | | | | | | SOUTH CAROLINA TRAFFIC COLLISION REPORT FORM TR-310 (Rev. 10/2005) | | | | | | | | | | # Of Units | | Amended - Amend Upstart Original | | Notified | | Arrived | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|----------------|--|--------------------|--|----------------------------------|--|-------------------------------------|--|--|--|------------------------------------|--|--------------------------|--|-----------------------|--|------------|--|------------------------------------|--|-------------------------------------|--|--------------------|--|----------------------------|--|--|--|-----------|--|--|--|--|--|--|--|--|--|-----------------|--|--|--|--|--|--|--|--|--|------|--|--|--|--|--|--|--|--|--|----------------------|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | | Page # Of: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Date | | Time | | Count | | 1 Interstate 2- US Primary | | 1 Secondary 2- County Primary | | Collision Location (Rt. # / Name) On | | | | | | | | | | 0 Main 2- 5-Spur | | Miles | | Dir. N E S W | | In / Near City or Town of: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lane # / Dir. | | Traffic | | Off | | Traffic | | 1- Interstate 2- US Primary | | 1- Secondary 2- County 3- Other | | Base Intersection (Rt. # / Name) | | 0- Main 2- 5- Spur | | 6- 7- 9- Other | | ASR/Land | | MP/Grd | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| # | | Or | | N E S W | | N E S W | | N E S W | | N E S W | | N E S W | | N E S W | | N E S W | | N E S W | | N E S W | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R.R. Id. | | From | | Ramp Only | | To | | 1- Interstate 2- US Primary | | 1- Secondary 2- County 3- Other | | Second Intersection (Rt. # / Name) | | 0- Main 2- 5- Spur | | 6- 7- 9- Other | | Latitude | | Longitude | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| K- ##### Driver/Pedestrian's Full Name | | | | | | | | | | K- ##### Driver/Pedestrian's Full Name | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unit # | | Sex | | Race | | Street | | Birth Date | | City, State, & Zip | | State | | Driver's License # | | Insurance Company: | | Year | | Body | | Vehicle Make | | VIN # | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| State | | Year | | License Plate # | | Owner's D.L. # | | Home Telephone () | | Owner's Full Name | | Home Telephone () | | Owner's Full Name | | Bus. Telephone () | | Street | | Contributed To Collision Yes No | | City, State, & Zip | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Estimated Speed | | Speed Limit | | C.D.L. Req: Yes No | | T/B S Req: Yes No | | A/C/Drg info (acc body): Yes No | | Summons # | | Cod | | Summons # | | Cod | | Towed By | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| K- ##### Driver/Pedestrian's Full Name | | | | | | | | | | K- ##### Driver/Pedestrian's Full Name | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unit # | | Sex | | Race | | Street | | Birth Date | | City, State, & Zip | | State | | Driver's License # | | Insurance Company: | | Year | | Body | | Vehicle Make | | VIN # | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| State | | Year | | License Plate # | | Owner's D.L. # | | Home Telephone () | | Owner's Full Name | | Home Telephone () | | Owner's Full Name | | Bus. Telephone () | | Street | | Contributed To Collision Yes No | | City, State, & Zip | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Estimated Speed | | Speed Limit | | C.D.L. Req: Yes No | | T/B S Req: Yes No | | A/C/Drg info (acc body): Yes No | | Summons # | | Cod | | Summons # | | Cod | | Towed By | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dir. of Travel: Unit 1: N S E W Unit 2: N S E W Unit 3: N S E W | | | | | | | | | | Unit 1 Dam. Unit 2 Dam. Unit 3 Dam. Prop. Dam. 1 Prop. Dam. 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | Property Owner/Witness: | | | | | | | | | | Property Owner/Witness: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Address | | | | | | | | | | Address | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | State Zip | | | | | | | | | | Phone | | | | | | | | | | State Zip | | | | | | | | | | Phone | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Photo: Describe What Happened (Refer to Units by Number) | | | | | | | | | | Y N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Noticing Officer's Name | | | | | | | | | | Rank Badge # | | | | | | | | | | Code | | | | | | | | | | Date | | | | | | | | | | Reviewer's Name | | | | | | | | | | Rank | | | | | | | | | | Internal Agency Code | | | | | | | | | |

UNIFORM TRAFFIC COLLISION REPORT FORM TR-310
BACK PAGE

[illegible]

DEFINITIONS

Blood Alcohol Concentration (BAC) - The percentage of a blood sample that is alcohol; e.g., a BAC of .10 is a sample of blood with 1 part alcohol for every 999 parts blood.

Bus - A motor vehicle designed to transport sixteen (16) or more persons, including the driver.

Collision - Throughout this publication the terms collision and traffic collision are equivalent to the term motor vehicle traffic collision as defined below.

Driver - An occupant who is in actual physical control of a transport vehicle, or for an out-of-control vehicle, an occupant who was in control until control was lost.

Driver Intention - What the driver intended to do just prior to the first harmful event and before executing an evasive maneuver.

Economic Loss - All figures are rounded to the nearest \$100,000. Based on the 2009 National Safety Council Formula which applies with the following factors:

| | |
|-------------------------------------|-------------|
| Each fatality | \$1,290,000 |
| Each incapacitating injury..... | \$67,800 |
| Each non-incapacitating injury..... | \$21,900 |
| Each possible injury..... | \$12,300 |
| Each *PDO collision..... | \$8,300 |

*Property Damage Only

Fatal Traffic Collision - Any traffic collision that results in the death of at least one occupant or pedestrian as a direct result of injuries sustained in the collision within 30 days of the collision date.

First Harmful Event - The first event in a traffic collision to result in injury or property damage.

Harmful Event Location - The place, on or off the roadway, where the first injury or property damage occurred. This describes the location of the first harmful event as it relates to its

position within or outside the trafficway.

Incapacitating Injury - Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities he was capable of performing before the injury occurred.

Junction - Either an intersection or the connection between a driveway access and a roadway other than a driveway access.

Manner of Collision - The identification in a crash of how the motor vehicle(s) initially came together in a traffic collision.

Motor Vehicle - Any motorized (mechanically or electrically powered) road vehicle not operated on rails, excluding mopeds, minibikes and other vehicles not subject to motor vehicle licensing regulations. These include: automobiles, trucks, buses, vans and motorcycles.

Most Harmful Event - The event for an *individual unit* involved in a traffic collision that results in the most severe injury or property damage.

Motor Vehicle Traffic Collision - A transport collision that involves at least one (1) motor vehicle in transport, in which the unstabilized situation originates on a trafficway or at least one harmful event occurs on a trafficway. This definition excludes any collision on a private way.

Non-Incapacitating Injury - Any injury, other than a fatal injury or incapacitating injury, which is evident to observers at the scene of the collision in which the injury occurred.

Nonjunction - Anything that is not an intersection or the connection between a driveway access and a roadway other than a driveway access.

DEFINITIONS

Occupant - Any person who is part of a transport vehicle (automobile, bicycle, etc.)

Passenger - Any occupant of a vehicle other than its driver.

PDO - An abbreviation for property damage only. A PDO collision is one with some property damage but no injuries or fatalities.

Pedalcycle - A non-motorized vehicle propelled by pedaling (bicycle, tricycle, etc.). Note: The pedalcycle pages include all types but mostly bicycles.

Pedestrian - Any person who is not an occupant as defined above. Includes persons on foot, roller skates, and skateboards.

Possible Injury - Any injury that is reported or claimed which is not a fatal injury, incapacitating injury or non-incapacitating injury.

Primary Contributing Factor - Refers to the primary reason for the traffic collision. This is the presumptive factor that created the collision situation.

Private Way (Private Property) - Any land other than a trafficway. This includes parking lots even if they are designed for public use. Collisions on private ways are not included in this publication.

Road - The part of a trafficway which includes both the roadway and any shoulder alongside the roadway.

Rural Area - Any area which is not within a defined urban area.

Traffic Collision - Used in this publication interchangeably with Motor Vehicle Traffic Collision.

Traffic Unit (Unit) - Any motorized road vehicle (includes vehicles that do and do not qualify as motor vehicles in the above definition), pedestrians, animal drawn vehicle and animals with human riders.

Trafficway - Any land way open to the public as a matter of right or custom for moving persons or property from one place to another.

Truck Tractor - A motorized vehicle consisting of a single motorized transport device designed primarily for drawing.

Unit - Used interchangeably with traffic unit (see definition above).

Urban Area - An area composed of an incorporated place of at least 5,000 population along with the surrounding densely settled areas.

Source for most definitions: *Manual on Classifications of Motor Vehicle Traffic Collisions, Seventh Edition - ANSI D16.1-2007*, published by the National Safety Council.

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